

ROYAL NAVAL DIVISION.
OFFICIAL PERMISSION FOR RAISING A
BATTALION OF 1,000 MEN, WHICH WILL BE
STRICTLY LIMITED TO PUBLIC SCHOOL OR
UNIVERSITY MEN AND WHO WILL SERVE
TOGETHER AS A UNIT.
Training is now going forward.
Applications desiring to serve should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Broad Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
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STOCKS:-
Wire Gauze Mosquito Netting.
Optimus Stoves.
Motor Accessories.
Yacht Fittings.
Typewriters.
Tools and Emery Grinders.
Dry Batteries.
ALEX. ROSS & Co.,
Machinery Dept.

No. 18,236. 號六十三零百二千八萬一第 日九十二月九年辰丙 HONGKONG, WEDNESDAY, OCTOBER 25th, 1916 三拜禮 號五十二月十年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS
TO ARRIVE.
Oct. 26th.—Europe (English mail), per
S.S. NYANZA.
Oct. 27th.—Europe (London 27th Sep-
tember via Siberia), per S.S.
LUCY.
TO DEPART.
Oct. 26th.—Europe via Siberia, at 5 p.m.
per S.S. NYANZA.
Oct. 27th.—Europe via Siberia, at 9 a.m.
per S.S. KAMA MARU.
Oct. 31st.—Europe via Siberia, at 11 a.m.
per S.S. KAMA MARU.
Oct. 31st.—Shanghai, North China,
Japan via Moji, Victoria,
Seattle, United States, Cen-
tral and South America, and
United Kingdom via Canada,
at 11 a.m., per S.S. KAMA MARU.
Nov. 1st.—Shanghai, North China, Japan
via Nagasaki, Victoria, Van-
couver, United States, Cen-
tral and South America, and
United Kingdom via Canada,
at 5 p.m., per S.S. EMPRESS OF
RUSSIA.
Nov. 1st.—Europe via Siberia, at 5 p.m.,
per S.S. EMPRESS OF RUSSIA.
Nov. 3rd.—Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per S.S.
None.
S.S.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
860

POMMERY
CHAMPAGNE
SEC. and
EXTRA SEC.
SOLE AGENTS,
CALDBECK,
MACGREGOR & Co.
15, QUEEN'S ROAD CENTRAL,
Telephone No. 75.

PEAK TRAMWAY COMPANY
LIMITED
TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " to 10.00 " " " 10 "
10.00 " to 11.00 " " " 15 "
11.30 " to 12.45 p.m. " " 15 "
12.45 p.m. to 1.15 " " " 10 "
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NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.30 p.m.
Every Half-Hour.
4.00 p.m. to 11.45 p.m. Every Quarter-Hour.
SUNDAYS.
7.30 a.m.
8.00 " to 10.30 a.m. Every 15 minutes.
10.30 " to 11.00 " " " 10 "
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It is the equivalent of the German Aspirin and is as efficient if not more so than this last product for the same therapeutic purposes.

Each tablet contains 0.50 gramme of pure RHODINE.

From 1 to 6 tablets a day may be taken, according to physicians' prescription.

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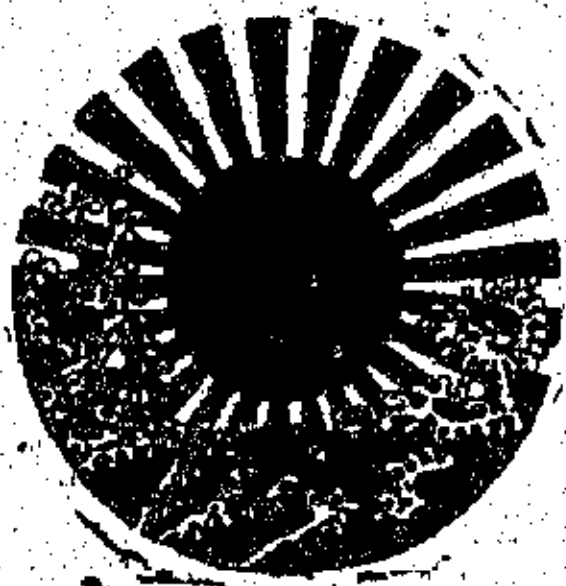
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CANTON NEWS.

(FROM OUR OWN CORRESPONDENT.)

CANTON, October 23rd.
GENERAL LUK AND THE CHAMBER OF
COMMERCE.

General Luk Wing-ting went to the Chamber of Commerce on the 20th inst., in order to meet the prominent merchants of Canton.

The Chairman delivered the following speech:—General Luk has served as Tutuh of Kwangsi for many years, and it is well known to the public that he discharged his duties in that office quite satisfactorily. We are exceedingly glad that His Excellency is now appointed as Tutuh of Kwangtung. Without doubt he will do much good to the province. Canton has fallen into a very bad state on account of political troubles. It appears to us now, however, that the conditions are more settled, but business is still slack, and the junk services to and from country places have not yet resumed their usual runs. We therefore earnestly hope that Your Excellency will devise plans to settle these questions.

General Luk replied as follows:—“Owing to lack of time, I regret that I have not been able earlier to come and meet you, gentlemen. Kindly excuse me. The first thing I have to consider is the suppression of piracy, which is now so rife in the Province. We must make our utmost endeavours to bring it to an end. The next thing I want to refer to is the financial difficulties of the Province. I hope you gentlemen will take steps to employ some means to lighten these difficulties. The present condition in Canton is quite settled, and from this day I believe that no more troubles will be experienced. It is really time for you, gentlemen, to explain to those people who have fled to Hongkong and Macao that they may safely return to this city in order to resume their usual business.”

General Luk visited the Nine-Charities Society next day and repeated his remarks.

GAMBLING IN FATSHAN.

It is understood that gambling of all descriptions in Canton and its neighbourhood has been severely prohibited by the local Government. Nevertheless, all sorts of gambling is still going on in the Fatshan district. According to the gamblers, a sum of one thousand dollars is to be paid by the gambling houses to the troops stationed at that port, and that is the chief reason why they are at liberty to gamble in Fatshan.

THE CHINA BANK.

Mr. Fung Kar Shek, director of the China Bank's branch office in Canton, arrived here a few days ago. The reason that he is not in a position to resume the exchange service of the bank is lack of funds. In these circumstances, the Civil Governor Chu has again telegraphed to the Central Government, asking for an immediate remittance, and, at the same time, he has requested Mr. Fung to get ready to resume the banking business in order to meet the requirements of the community.

THE CIVIL GOVERNOR AND PUBLIC LIGHTING.

The Civil Governor Chu has been in the habit of going about in ordinary dress since he came to Canton. One night when passing through some streets he noticed that the electric lamps were of only ten candle-power and that many places were very dark. On returning to his yamen, he immediately issued an order to change those lights into fifty candle-power, with the result that the streets are now quite bright. This is a very great improvement.

CRUISER "HOI CHOW" TO WATCH LUNG.

It is reported that in consequence of the illegal procedure of General Lung in carrying away a large amount of arms from various quarters, Admiral Shat Chen Ping and Civil Governor Chu have telegraphed to the Central Government asking for instructions. As no reply has yet been received, Admiral Shat, fearing that General Lung will soon have the arms imported to some other place, has telegraphed to Shanghai instructing the cruiser "Hoi Chow" to sail immediately to Canton, and, on arrival, to anchor at the "Tiger Iron," where Lung's soldiers are stationed, in order to watch carefully Lung's movements.

GREAT FIRE AT YUNG KEE.

A fire broke out at Yung Kee in the afternoon of the 20th instant, involving the destruction of three hundred buildings. It is said that the outbreak was due to carelessness. The town consists of only about six hundred buildings, and its location is in the Pui Yu District—five hours' voyage from Canton, travelling by junk.

ROPE AND ICE AXE.

CONTRASTS IN THE ITALIAN BATTLE LINE.

TORRID HEAT TO SNOW.

(BY SIDNEY LOW.)

There are trenches and trenches. When the World Museum, which will be a record of the World War, is established in the air, will note the many different fashions in which men fought on the ground and under the ground, in this second decade of the 20th century. There will be a rich variety in the exhibition of mole work and worm work, from the shallow groove, scooped with the soldier's entrenching tool on the field, to the elaborate fortified moat, with its concrete walls, and revolving steel turrets, and emplacements for howitzers and heavy mortars, not to mention its bathrooms with hot water laid on, and its gramophones and pianos and other luxuries such as are said to exist in the German second line burrows on the western front.

The Italians will be able to contribute some unique samples to the exposition. They have had rock trenches, mud trenches, ice and snow trenches, trenches in the clouds, and trenches deep in the river valleys.

SAFEGUARDING THE NEW FRONTIER.

When they made their first advances on the Isonzo side their trenches, hastily dug and consolidated, as ground was gained, were of the familiar pattern, already growing antiquated. These are now in the third or fourth line, and they are being improved to what may be called the modern standard. I saw the engineers at work upon them, and sighed for the lost dignity of the fine old art of fortification. Now we have but long lines of tunnels, floored and walled with concrete, with vaulted concrete roofs several feet thick, and layers of earth above these.

Such trenches as these are made with an eye not merely to the present, but the future. They may be wanted, in this campaign, unless things go unexpectedly wrong. But they will come in very usefully in the next campaign, if there should be a next campaign, which is a painful contingency that the Italians are far too shrewd in the appreciation of realities to leave out of their reckoning. These are the fortifications that will protect the new Italian frontier if any attempt should be made to violate it again.

“Of all the fronts in the European war,” says a well-known Italian writer, “ours is the most difficult. Our advance has never ceased to be an ascent.” And he adds that when the war opened the mere possession of a frontier so commanding gave Austria all the advantages of a whole series of initial victories.

TOLERATION A NECESSITY.

In some sections the hostile lines are as close together as they are anywhere in France and Flanders. There are trenches or tunnels divided only by a single wall of earth or rock. Austrians and Italians can converse without raising their voices above conversational pitch, and to lob a grenade over the partition is so simple that the thing is not done, since retaliation is equally easy, and life would become intolerable for both parties.

The Italian General Staff has to provide for a winter and a summer war simultaneously. Down on the extreme right of their line near the Gulf of Trieste on the Carso they are fighting in the hot breath of the torrid South European summer. But at the other end of the line, on the Stelvic and Tonale Passes, the troops are still working amid ice and snow, climbing over glaciers to get at one another, and fighting with rope and ice and more than the rifle and bayonet.

Many are the epic little combats and miniature campaigns of strategy and surprise that are waged between small parties of the Alpini and the Tyrolean riflemen, mountaineers like themselves, and, like themselves, wise in all the learning of the immemorial hills. Often the duel turns on the possession of one of these stout log huts or chalets with which the Bavarian and other German and Austrian Alpine clubs have thoughtfully studded these wildernesses. It now appears that most of the huts had been placed on sites of tactical value, which suggests that the Teutonic Verruc had other interests besides those of sport and scientific investigation. Germany and her ally were making their systematic preparations in this region, as in others. They were getting ready for a war with Italy—at their own time. Italy preferred to choose the time for herself.—Daily News.

“REPRISALS” AGAINST RUSSIAN NAVAL PRISONERS.

The North-German Gazette has published an official announcement of reprisals against the alleged treatment of German naval officers and seamen who are taken prisoners by the Russians. It is asserted that for a year past such prisoners have been treated as “common criminals,” and it is impudently added that “the reason is said to be friendly advice given by England, who has told Russia that these Germans are no ordinary sailors, but pirates, who must be treated accordingly.” In these alleged circumstances, and as the Russian General Staff “simply denies” the “established facts,” it has been decided to adopt “sharp counter-measures,” and Russian naval officers and men who are prisoners in Germany “will be taken to a reprisals camp (sic), where they will be subjected to precisely the same treatment as German sailors in Russia have to bear.”

It is added that this method will be applied until the Russians treat German naval prisoners as “soldiers who have loyally fulfilled their duty to the Fatherland.”

DEFENCE OF DUTCH INDIA.

The *Gazette de Holland* says:—The second Bill referred to contemplates a European and native conscript army, though it only goes so far as to empower the authorities to introduce these drastic reforms. It is wisely proposed to start with European conscription, yielding a few thousand men. The idea is, however, to ultimately establish a large native conscript army, a step unprecedented in the tropical colonies of the Powers. If the plan eventuates on the lines advocated by Major van der Weyden, of the General Staff of the Colony, and personally explained by him recently to the Queen, it would mean an addition to the existing forces of an army of 110,000 natives, but such a force would be capable of almost limitless extension so far as human material goes. Universal service would, under his scheme, be introduced in, say, Java and Madura, under conditions making it possible to select those best fitted for martial service. The cost involved would be very high, but it should not prove too much for the resources of the Colony and mother country.

No such far-reaching measure must be introduced without the most careful consideration of the delicate questions involved, but opinion generally in this country seems to be coming to regard it as inevitable if the Colony is to be put in a serious state of defence. Such a step, however, essentially demands the adoption of a more progressive Colonial policy and a more rapid development of both people and country. If a citizen's obligations are imposed on the native, he must necessarily be given a citizen's privileges. If the granting of the latter is inexpedient, it follows that the imposition of the former is unsafe. Education must be extended far beyond the 650,000 natives who at present enjoy its benefits, for an educated population is the essential basis of a strong State. There must also be a careful evolution of popular institutions. What has become of the Bill introduced early last year to establish a Colonial Council on a semi-electoral and consultative basis? Industrially, too, the Colony must be developed: the present war has sufficiently indicated where the backbone of a nation's fighting power lies in modern warfare. The East is the formation of an Indian State, strong and prosperous, of which the natives themselves are proud, which they regard as their own country and in defence of which they will be found ready to shed their blood.

FAR EASTERN MEN AND THE WAR.

Second-Lieutenant Robert (Roy) S. Richardson, Machine-gun Corps, who died on September 1st of wounds received on August 31st, was the eldest son of Mr. and Mrs. R. L. Richardson, of Rosary Gardens, London. Born in May, 1893, he was educated at Rugby and Pembroke College, Cambridge. He played golf for his University in 1913 and 1914, and took his B.A. degree in October, 1915. Early in the war he enlisted in the Public Schools Battalion (Middlesex Regiment) and was given his commission in the Cameronians (Scottish Rifles) on November 9th, 1914. He won distinction in his Machine-gun course at Stronsall in June, 1915, and was appointed Machine-gun Officer and Instructor in his regiment. In December, 1915, he was gazetted to the Machine-gun Corps, and in March, 1916, went to the front. He was decorated with the Military Cross in July. The text of the award was:—“For conspicuous gallantry. Though twice buried by shell fire he succeeded in rescuing five of his men and bringing his guns into action in a captured enemy position. He was under heavy shell fire the whole time. Later he did fine work clearing the position.” A brother officer writes:—“We were both out dressing a wounded man when the shell burst, and he (Richardson) was hit.”

HONGKONG POLICE RESERVE.

PARADES, CENTRAL STATION, 5.30 P.M.

Wednesday, Oct. 25th.—Nos. 1, 3 and 4 Sections at Central. No. 2 Section at Water Police Station. Recruits of No. 2 Platoon under Co-Sergt. Major.

Thursday, Oct. 26th.—No. 2 Company. Recruits of No. 4 Company under Company Sergeant-Major.

ORCHESTRA.
Thursday, Oct. 26th.—There will be an Orchestra Practice, at 6 p.m., at the Club Lusitano.

FOOTBALL.—There will be a meeting of the Football members at the Headquarters Club, at 5.30 p.m. All intending players are expected to attend.

(Sgd.) J. W. FRANKS, A.S.F. (R.)

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

The following promotions are made, subject to confirmation by Major-General Dalton, Chief Commissioner:—

Y.M.C.A. DIVISION.
Corporal So Shiu-on to be Lance-Sergt. Privates Wei Kan and Seto Chung to be Lance-Corporals.

SAFETY DIVISION.
Lance-Sergt. E. W. Ray to be Sergt. Private Pong Pun-ki to be Lce-Cpl.

E. RALPH,
Superintendent in Charge of District.
October 24th, 1916.

The total volume of trade in British North Borneo for 1915 was \$11,398,941, an increase on 1914 of \$823,117. Imports including treasure show a decrease of 3.8 per cent, while exports show an increase of 18.1 per cent. The balance of trade in favour of exports over imports was \$3,976,623 against \$1,464,000 in 1914, an increase of 124 per cent.

HOUSES TO LET

TO LET—AT THE PEAK.

8-ROOMED FURNISHED HOUSE, for 6 or 6 months.
Apply to—
LINSTEAD & DAVIS.
[1372]

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.
Apply—
H. E. POLLOCK,
Princes' Buildings.
1319

TO LET.

A HOUSE, at Observatory Villas, Kowloon, with Tennis Court.
Apply—
ARRATON V. APCAR & Co.,
14, Des Vaux Road Central.
[1315]

TO LET.

A SMALL OFFICE in Alexandra Buildings. Cheap rental.
Apply—
“A,”
Care of “Daily Press” Office.
1117

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW PEAK.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings.
[1367]

TO LET.

From 1st November next.
FLATS in “EWO MESS,” No. 2, THE PEAK.
Apply, Property Office,
JARDINE, MATHESON & Co., Ltd.
[1038]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.
For rent and other particulars apply to—
“H,”
Care of “Daily Press” Office.
[340]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[515]

TO LET.

OFFICES on 1st Floor, No. 2, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[523]

TO LET.

NO. 4, DES VEAUX ROAD CENTRAL. First Floor.
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc. No. 14, SHAMSHU, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SARSOON & Co., Ltd.
[415]

TO LET.

OFFICES at 1, Connaught Road. OFFICES in King's Buildings. HOUSE in CLIFTON GARDENS, Canton. Nos. 1 and 2, WEST END TERRACE, CANTON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[32]

TO LET.

TWO ROOMED FLATS in Nathan Road Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in My Road with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bedrooms at reasonable rentals. Immediate possession.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
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Alexandra Buildings
[1006]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.
NO. 5, BUBBOW'S STREET, WANCHAI, GODOWN.
NO. 12, BRACONSFIELD ARCADE, SHOP.
NO. 3 CAMERON VILLAS, 63, PEAK. KELLY CREST, 65, PEAK.
“GLIMMER,” No. 141, Plantation Road, PEAK.
“HARTING,” Austin Road, Kowloon.
No. 25, BELLIOS TERRACE, with entrance on Connaught Road.
TWO GODOWNS in Duddell Street.
No. 2, DES VEAUX VILLAS, 61, PEAK. Unfurnished.
No. 20, THE PEAK (CAMERON VILLAS).
Apply to—
LINSTEAD & DAVIS,
and First, Alexandra Buildings.
[13]

FATAL MOTOR-CAR ACCIDENT AT FANLING.**CHINESE CHILD KNOCKED DOWN AND KILLED.**

An enquiry was held at the Hongkong Magistracy yesterday, by Mr. Hazeland, Coroner, into the circumstances surrounding the death of a six-year-old Chinese boy who was knocked down by a motor-car containing several Europeans, on September 30th, and died almost immediately as the result of very severe injuries to the head.

The jury was composed of Messrs. A. O. Lang, J. B. Seth and S. Baker.

The first witness was Mr. A. Turner, architect. He said that on September 30th, about 5 p.m., he was in a motor-car in company with Mr. G. C. Moxon and three ladies travelling from Au Tau to the Fanling Golf Club. They were approaching the ninth hole of the golf course when he noticed a small crowd of Chinese in front of the car. The driver sounded his horn, and then the crowd opened up, some going to the left and some to the right of the road. Witness then saw two small boys in front of the car after the crowd had dispersed. One of the boys, the smaller of the two, who was killed, started to go from left to right across the road, when he was caught by the other boy and dragged up the bank at the side of the road. As the car passed there was a bump, and Mr. Moxon exclaimed:—"Why, surely, we have hit that kid." The car was immediately stopped, and the occupants ran back and saw that the small boy had been struck. He had been picked up by the other Chinese, but was placed in the car, and witness and Mr. Moxon walked across the links with the other small boy. The boy who was knocked down was conveyed to the golf club house.

The Coroner.—Was he then alive or dead?—I should say he was probably dead; Mr. Moxon said he was not.

The Coroner.—Do you mean me to understand that you thought you had passed the boy?—Yes, we had passed him. He must have been struck by the side of the car in some way or other.

Inspector Garrud asked—Can you say how fast the car was going at the time?—It is a difficult thing to say, as we had no speedometer, but I do not think we were going at more than 15 miles an hour.

Did the driver reduce his speed when he saw the crowd of people?—Yes.

Mr. A. O. Lang asked—What distance were the two children from you when the horn was first sounded?—When the horn was sounded the people were 100 to 50 yards away, and they at once parted in all directions. The horn was also sounded when the car was a few yards from the children.

Mr. G. C. Moxon, broker, said he was with Mr. Turner in the car. They were bound for the Golf Club from Au Tau in a hired car. About 5 p.m. they had just passed Sir Robert Ho Tung's property when, about 100 yards ahead of them, a number of Chinese peasants, men, women, and children, were gathered. It was a straight piece of road, visible for quite a distance ahead of the car. The car was travelling, he should say, between 12 and 15 miles an hour. When the peasants first came into view, about 100 yards off, the driver sounded his horn—he (witness) was certain about that. The little crowd dispersed at the sounding of the horn, some going to the right and some to the left, and they were a bit "strung out." The most distant individuals from the car were two small boys, who were on the left of the road, one about ten years old and the other about six. When the car was about 30 yards distant from these boys the smaller of the two made as though he was about to run across the road in front of them, and the driver appeared to him to slacken up, at the same time sounding his horn. The elder of the two boys evidently saw the car coming down the road, and grabbed the smaller boy by the back of his coat and, apparently, dragged him into complete safety, well on to the bank of the roadway. Witness was himself relieved to see the child taken out of the way. The car then went on. The hood was up at the time, and just as they came abreast of the place where the two children had been there was "a nasty sort of snick on the left hand side of the car, which

(Continued at foot of next column.)

ATTEMPT TO BRIBE A REVENUE OFFICER.**VERDICT AND SENTENCE.**

At the Hongkong Criminal Sessions yesterday, before Mr. Justice Gompertz, two Chinese, Ma Yuk Shan and Chan Kwong Chak, were indicted for attempting to bribe John Charles Wildin, a Revenue Officer, by giving him two sums of money—\$500 and \$105—with a view to influencing his official conduct.

The case for the prosecution was that while Mr. Wildin and some assistants were in a house at No. 6, Wing Wo Street, searching for opium, they came across the prisoners in a cubicle at the back. One of the prisoners, getting Mr. Wildin to withdraw to a lobby, put \$105 in notes into his hand. Subsequently the same prisoner, after being absent a short time, returned with five \$100 notes and handed them to Mr. Wildin. About 110 tacks of dress opium and about 2lbs of loose opium were found in the house.

The defence was that the prisoners were ignorant of the presence of the opium in the house, and that their presence there was for the purpose of repaying a loan to the owner of the house.

The jury returned a verdict of "Not Guilty" against the first prisoner and found the indictment proved against the second prisoner, who was accordingly sentenced to nine months' hard labour for offering bribes, and fined \$100, or three months' imprisonment, for being in possession of opium.

Mr. G. N. Orme (of the Attorney-General's department) prosecuted, and the Hon. Mr. H. E. Pollock, K.C. (instructed by Mr. E. J. Grist), defended.

We all felt." The driver pulled up instantly, and stopped, as they afterwards saw, quite close to where the accident occurred. Witness said to Mr. Turner:—"I am afraid we have run over that child." Directly the car stopped, Mr. Turner, himself and the driver got out to see what had happened. A few yards behind them they saw the small boy being supported by the elder one. The small boy was bleeding profusely from the head and from the ankle. They picked him up, put him in the tonneau of the car, where he was attended by witness' shooting coolie, and the car was ordered to go slowly to the golf club house. Mr. Turner and witness ran across the golf course, taking with them the elder boy, and arrived at the club house a fraction before the car arrived. Witness asked if there was a doctor in the club house or playing golf, but there was not one about. He had the injured child taken out of the car, and carried into the club house, taking him upstairs into one of the cubicles. Sergt. Kerr, the caretaker of the club house, accompanied witness upstairs, the child was laid down, and they jointly examined him and came to the conclusion that he was dead, although witness thought he was living when he arrived at the club house.

Asked by the Coroner what, in his opinion, was the cause of the accident, Mr. Moxon said he thought the child was bowled over by the car, broke away from his brother, and blundered into the car. He had mentioned the hood being up, because that prevented the occupants of the car from seeing exactly what was happening. The car was running well in the middle of the road, and they just felt a "snick."

Dr. J. T. Smalley said that on the 1st inst. he saw the body of a Chinese boy, aged about six years. The cause of death was a multiple fracture of the vertex and base of the skull; the skull was badly smashed up. Being knocked over by a motor-car would have caused such injuries.

The deceased's little brother, aged eleven years, said the "motor-car came along and knocked my brother down." The boy also alleged that no horn was blown, and that he and his brother did not know the car was coming along.

At this juncture the Coroner said that the witness, in a previous statement to the police, said that his brother ran in front of the car, and he had evidently been put up to say what he had just said. He (the Coroner) did not think they need listen to any more evidence from the boy.

The driver of the car gave evidence bearing out the statements made by Mr. Turner and Mr. Moxon, and added that in his opinion, the accident was caused by the boy becoming excited and not knowing exactly what to do. The speed of the car, before he saw the crowd, was between 12 and 15 miles an hour. After he saw the crowd the speed was reduced to between six and eight miles an hour. He was sure in his own mind that it was safe to pass the boys at the speed he was travelling.

The jury returned a verdict of "death from misadventure," and the Coroner remarked that he thoroughly agreed with the decision.

SPORT.**GOLF.****WAYFOONG & TAIKOO.**

On Sunday Wayfoong and Taikoo met each other at Fanling in a thirteen-a-side match. Wayfoong gained the victory more easily than was anticipated by their opponents, though many of the matches were of the grimmest and no quarter (point) was given for byes.

In spite of limbs which ached from an overdose of Aunt Sally, etc., at "Ye English Fayre," the golf was of a good standard, and a shining example was shown by Taikoo, who paralyzed his opponent by doing 16 consecutive holes in 71.

Dewar and Murray (celebrity "Brassie") were the respective captains of the sides, and the Taikoo skipper managed to defeat his opponent by a comfortable margin, chiefly owing to the fact that the latter did not produce the game he can.

In the afternoon matters were better as far as Taikoo were concerned, though they were unable to retrieve their losses.

Amongst the foursomes, that played by Stabb and Sandford against Edkins and Fisher resulted in being squared on the eighteenth green after a strenuous tussle.

The teams were the guests of Mr. Stabb at tiffin.

Two well-known opponents were discovered arguing golfing law with great perspicacity on opposite sides of the chasm guarding the "Gem," but from the result of the match the arguments advanced by the Taikoo jurists were not sufficient to affect the decision.

The detailed results of the matches are attached:—

WAYFOONG.		SINGLES.	TAIKOO.
M. A. Murray	0	J. Dewar	1
C. Sandford	1	T. J. Fisher	0
A. C. Leith	1	A. R. Austin	0
H. E. Muriel	1	R. J. Rawlinson	0
D. M. Ross	0	G. K. Nuttall	0
A. G. Hegarty	2	J. W. Paton	1
R. P. Thursfield	14	W. C. Bond	0
G. B. Dunnett	0	D. Templeton	0
N. J. Stabb	1	G. T. Edkins	0
F. H. Thomas	1	J. R. Greaves	1
G. E. Towns	12	F. Austin	0
L. N. Murphy	1	G. A. Robinson	0
R. E. Sedgwick	12	C. H. Blason	0

FOURSOMES.	TAIKOO.
Murray and Ross	0
Leith and Muriel	11
Stabb and Sandford	0
Hegarty and Dunnett	0
Towns and Thursfield	1
Murphy and Thomas	1
Sedgwick and Blason	0

HOCKEY.**NAVY & 88th COMPANY R.G.A.**

These teams met at the Happy Valley yesterday in a friendly match. The sailors, unfortunately, had to commence with only ten players, but were at full strength before half-time. They commenced with a rush that looked like goals, but the soldiers got the ball away and Watson tried a shot. The Navy goalkeeper stopped it but did not clear, and Caple, rushing up, scrambled it through. Shortly afterwards Caple scored again for the 88th Company, and then Finn registered a goal for the Navy with a good shot. A dangerous run on the sailors' left wing was stopped by Lt. Wilkinson, and half-time arrived with the scores: Army, 2; Navy, 1.

In the second half nearly all the play was around the Navy goal, although the sailors occasionally broke away and worried the gunners' defence. Caple again scored for the 88th Company, with a shot that gave the goalkeeper no chance. "Sticks" at this period were very frequent. Smith and Caple each beat the Navy custodian with good shots, only to find that the whistle was blowing for "sticks" instead of a goal. Result:—88th Company R.G.A., 3; Navy, 1.

HONGKONG FOOTBALL CLUB.**ANNUAL MEETING.**

There was a satisfactory attendance of members of the Hongkong Football Club at Messrs. Jardine, Matheson & Co.'s Offices last evening, when the annual meeting was held, over which Mr. A. T. Hamilton presided.

The annual report and statement of accounts, which have already been published, were unanimously adopted, on the proposition of Mr. Walker, seconded by Mr. Heggarty.

On the question of appointing a captain of the "Bugger" team, Mr. Walker remarked that such an appointment was

(Continued at foot of next column.)

A SUBSTANTIAL CLAIM.

In the Supreme Court yesterday, before the Puisne Judge (Mr. H. H. J. Gompertz), Mr. D. Setna, who trades under the firm name of Setna & Co., at 34, Queen's Road, Central, brought an action to recover \$5,014.05 from Mr. Ham In Sun, of 44, Hollywood Road. The claim was for the balance of the price of goods sold to the defendant by plaintiff or, in the alternative, damages for the non-acceptance of the goods. There was no appearance for the defendant.

Mr. C. G. Albaster (instructed by Mr. Gardner) was counsel for the plaintiff and produced evidence to prove the debt, from which it appeared that, at the request of defendant, who was their comprador, plaintiffs purchased some yarn for defendant's own speculation in 1913. It was arranged that plaintiffs should sell the yarn on his account although the defendant was the real seller and would get brokerage plus any profit he made out of it.

Judgment was given for the plaintiff with costs.

FATHER SUES SON.

At the Summary Court yesterday a father sued one of his sons through another son, acting as attorney. There was no appearance for the defence.

Mr. H. E. Pollock, K.C. (instructed by Mr. G. R. Haywood, solicitor), stated that the plaintiff was a very old man named Tse Yui Kwe, of 64, Wellington Street, who sued through his son (Tse Ming Yuh) for payment by the defendant, another son (Tse Tsung Hin), of a sum of \$120,000, money entrusted to the defendant as agent and trustee for the plaintiff, and also for an accounting of the interest received by the defendant in respect of that sum.

Evidence was given by the first-named son to the effect that in 1905 his father came with the defendant and instructed him (witness) to draw from several banks sums amounting in the aggregate to \$120,000. This money was drawn from the bank and handed, in the presence of witness, by the plaintiff to the defendant (along with a certain amount of gold leaf and a number of shares), upon trust, with special instructions to deposit the money with various banks in the Colony. This he did in his own name. In 1907 defendant handed back \$10,000 to the plaintiff, leaving \$110,000 still due. Various payments were made on account of interest, which would come out in the accounting.

Mr. Haywood proved the service of notice on the plaintiff that the case was to come up yesterday.

After hearing the evidence, judgment was given for the plaintiff, with costs.

really unnecessary, as the probability was that there would be no Rugby games this season. However, on the proposition of Mr. Heggarty, seconded by Mr. Kennedy, Mr. A. Rouse was unanimously elected Captain of the Rugby team for any games which may be played.

Mr. J. Stalker was unanimously appointed Captain of the Association team.

The other officials were: Treasurer—Mr. W. J. Morrison; Secretary—Mr. J. McL. Walker.

Rugby Committee:—Messrs. Heggarty, Woodhead and Kennedy.

Association Committee:—Messrs. Robinson, Hamilton and Chasels.

After a discussion it was decided to run one Association team only in the Hongkong and United Services Leagues, and to have a second team to play friendly fixtures to be arranged for by the Committee.

ROLL OF HONOUR.

The Chairman mentioned that during the past two years several of their members had fallen in the war, and it had been suggested that they should institute some roll of honour in memory of the fallen. He would be glad to receive suggestions on the matter.

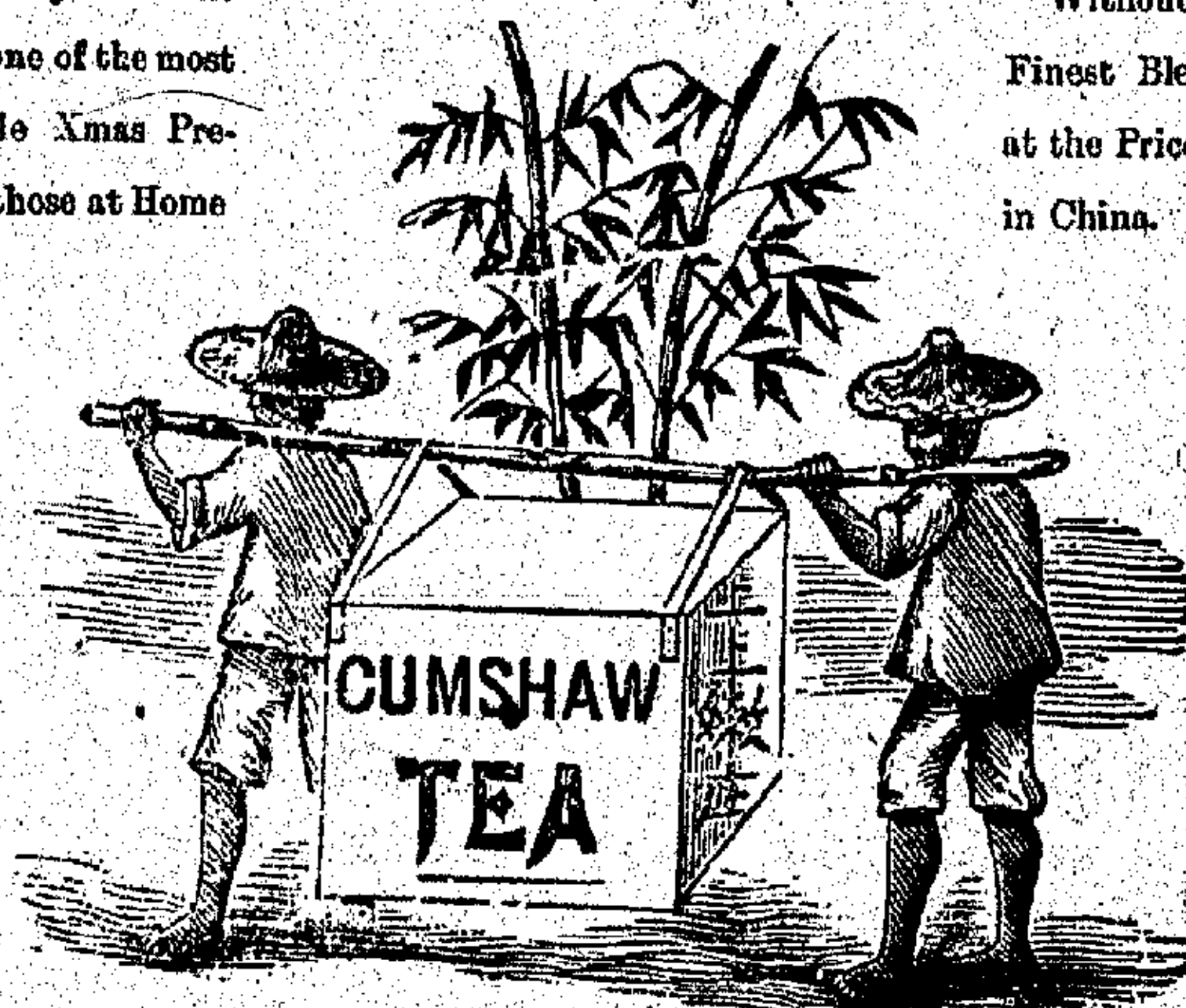
It was subsequently decided that something should be done, but that the matter should be left open for a future occasion, when some opinion could be formed as to when the war would end.

FOOTBALL.**TO-DAY'S FIXTURES.**

Two good games in the 2nd Division, Hongkong League, should be witnessed to-day. "D" Coy. K.S.L.I. meet the Staff and Departments on the Military Ground at 4 p.m., and the 83rd and 84th Companies meet on the Navy Ground at the same time. In view of the excellent game which the 83rd Company played against the Navy on Saturday, the champions will have to go all the way to escape defeat.

INTIMATIONS**LANE, CRAWFORD & Co.****ARE NOW BOOKING ORDERS FOR THIS FINE SPECIALLY BLENDED NEW SEASON'S HANKOW TEA FOR XMAS 1916.**

A 5 Catty Box constitutes one of the most acceptable Xmas Presents to those at Home. Without doubt the Finest Blend of TEA at the Price to be had in China.



PRICES:—Including Freight, Duty, Delivery and Insurance to any address in the United Kingdom: Per 5 Catty Box, \$13.00.

ACTIVE SERVICE PARCELS

for the Expeditionary Forces in FRANCE, MESOPOTAMIA, SALONICA, EGYPT, AFRICA, THE NORTH SEA, AND PRISONERS-OF-WAR IN GERMANY.

FOOD DELICACIES, SMOKING REQUISITES, AND CAMP COMFORTS. These Parcels are very popular at the Front and also with the Prisoners-of-War, being of varied interest and made up of acceptable commodities.

POST EARLY TO ENSURE DELIVERY FOR XMAS. PACKED AND POSTED TO ANY ADDRESS IN THE WAR AREA.

LANE, CRAWFORD & CO.

THE FINEST HOUSEHOLD STORE IN THE EAST.

A.V.C. FINEST OLD LIQUEUR BRANDY.

GUARANTEED 30 YEARS OLD.

V. D. CLARETS. V. D. SAUTERNES. V. D. BURGUNDIES.

Stocked by HONGKONG HOTEL.

Obtainable at LANE, CRAWFORD & Co.

A. & B. MACKAY'S LIQUEUR WHISKY. THE ORIGINAL LIQUEUR WHISKY.

PRICE \$24.00 PER CASE DUTY PAID.

Has a fine mild flavour and a refreshing clean taste.

Obtainable at all Local Stores.

[1204-3]

Wm. Powell Ltd

TELEPHONE 346

NOW SHOWING

ARTISTIC FURNISHING FABRICS

AND

WHITE ENAMELLED BEDROOM FURNITURE

WITH

RUGS TO MATCH.

SEE WINDOW THIS WEEK.

[1207-7]

NEW ADVERTISEMENTS

The List will be Closed on or before
15th November, 1916.

HONGKONG GOVERNMENT SIX PER CENT. WAR LOAN OF 1916.

Issue of \$3,000,000 Hongkong
Currency six per cent. Bonds to
Bearer authorised by the War
Loan Ordinance 1916.

THE PROCEEDS OF THE LOAN WILL BE HANDED OVER TO THE IMPERIAL GOVERNMENT AS A WAR CONTRIBUTION FROM THE COLONY OF HONGKONG.

THE PRINCIPAL AND INTEREST
OF THIS LOAN ARE GUARAN-
TEED BY THE GOVERNMENT
OF HONGKONG AND ARE
SECURED BY THE
REVENUES OF
THE COLONY.

PRICE OF ISSUE \$100 PER CENT.

Interest payable—1st May and
1st November.

First Coupon for full six months' interest payable—1st May, 1917.

Principal repayable at par on—
1st November, 1928, or, at the
option of the Government of
Hongkong, principal may be
wholly or partially repaid at
any time after the fifth year
by drawings of Bonds.

The HONGKONG AND SHANGHAI
BANKING CORPORATION, Hong-
kong, are instructed by the Govern-
ment of Hongkong to invite
subscriptions for the above Loan.

The Bonds will be issued in
denominations of \$100, \$500,
\$1,000, \$5,000 and \$10,000, payable
to Bearer with half-yearly interest
coupons attached payable 1st May
and 1st November, at the Office of
the HONGKONG AND SHANGHAI
BANKING CORPORATION, Hongkong.

The first coupon will be attached
to Scrip Certificates, which will be
exchanged later for definitive
Bonds.

This loan will be free from any
local taxation as regards both
principal and interest.

Applications will be received by
the HONGKONG AND SHANGHAI
BANKING CORPORATION, Hong-
kong, from whom the necessary
printed forms can be obtained.
Such applications must be for \$100
or any multiple thereof and be
accompanied by a deposit of 25
per cent. of the amount applied for.

Applications may be accepted in
whole or in part, and in the event
of partial allotment the surplus
amount paid as deposit will be
appropriated towards the payment
of instalments due on allotment.

The Government has the right
to refuse any application.

Payment will be required as follows, viz.—
25 per cent. on application.
25 " " allotment (4th Dec., 1916).
25 " " 20th December, 1916.
25 " " 17th January, 1917.

In case of default in the pay-
ment of any instalment at its due
date, the deposit and instalments
previously paid will be liable to
forfeiture.

Scrip Certificates, with coupon
attached for the first half-year's
interest due on 1st May, 1917,
will be issued after payment of the
instalment due on allotment, and
such certificates, when fully paid,
will be exchangeable for Bonds
when received. Notice will be
given when Bonds are ready for
delivery.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
Hongkong, 25th October, 1916.
[1304]

NEW ADVERTISEMENTS

WANTED.

ON THE MIDDLE LEVEL a FLAT of
Two or Three Rooms, Furnished or
Unfurnished with Kitchen and Servants'
Quarters.
Communicate with— "A. L."
Care of "Daily Press" Office.
(1302)

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"KARONGA."

Captain J.B. Pattison, having arrived from the
above Port, Consignees of Cargo are hereby
informed that these goods are being landed at
their risk into Ho's Wharf, Kowloon, and
street at Consignees' risk and expense.

All broken, damaged, and damaged goods are to
be left in the Godowns, where they will be
repacked on MONDAY, the 30th inst., at
10 A.M.

No Claims must be presented within FIFTEEN
Days of the steamer's arrival here, after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 31st inst., will be subject
to sale.

Consignees of cargo are hereby notified that
they must produce an Import permit signed by
the Superintendent of Imports and Exports,
Hongkong, before Bills of Lading can be
countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th October, 1916. [1305]

S.S. "ATLANTIQUE"

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in
connection with above Steamers are hereby
informed that their Goods with the exception
of Opium, Treasure and Valuables are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-morrow, requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
SATURDAY, the 28th Oct., at Noon, will be
subject to rent and landing charges.

All Claims must be sent in to me on or before
the 31st Oct., or they will not be recognised.

All damaged packages will be examined on
SATURDAY, the 28th Oct., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 22nd October, 1916. [1304]

LOST.

A SILVER WRIST WATCH, made by
Benson, London, on Saturday, at
Murray Parade Ground. The finder will be
rewarded on returning to—
F. SYME THOMSON,
Care of DODWELL & Co., Ltd.
[1303]

THE HONGKONG AND WHAMPOA

DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
INTERIM DIVIDEND of \$3.50 per
Share will be paid to all Shareholders on the
Company's Register at 31st October, 1916.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to 8th
November, both days inclusive.

Dividend Warrants may be obtained at the
Hongkong Office, Queen's Buildings, on
THURSDAY, 9th November, 1916.

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, 25th October, 1916. [1306]

WANTED.

TWO EXPERIENCED OPERATORS to
take charge of large dragline excavators
in connection with Irrigation Works now
under construction in Siam.

Applications accompanied by copies of
recent testimonials should be addressed to
the Director General, Royal Irrigation
Department, Bangkok, Siam, stating age,
experience, salary required, and whether
married or single.
[1304]

CANTON-KOWLOON RAILWAY.

TENDERS for the Supply of LIGNITE AND
STEAM COALS to the Terminal Stations
at Tai Sha Tau and Kowloon and on all
Trains on the above Railway.

IT IS HEREBY NOTIFIED that SEALED
TENDERS which should be clearly marked
"TENDER FOR THE SALE OF RE-
FRESHMENTS AND LIQUORS ON
THE CANTON-KOWLOON RAILWAY"

will be received at the Head Office of the
British Section at Kowloon, and at the Office
of the Managing Director at Tai Sha Tau,
until Noon of SATURDAY, November 4th.

Forms of Tender and full particulars may
be obtained at the Head Office of the British
Section at Kowloon or the Head Office of the
Chinese Section at Tai Sha Tau.

The Railway does not bind itself to accept
the highest or any tender.

R. P. WINSLOW,
Manager,
British Section.
WEN TEE CHANG,
Managing Director,
Chinese Section.
[1305]

ULDERUP & SCHLUTER.

IN LIQUIDATION.

CREDITORS are required to send in
their claims to the Undersigned on or
before TUESDAY the 21st October, 1916.
Dated the 27th September, 1916.

W. G. HUMPHREYS & CO.,
No. 19, Queen's Road Central,
Liquidators. [1306]

INTIMATIONS

CHINA EXPORT-IMPORT AND BANK
COMPAGNIE.

NOTICE IS HEREBY GIVEN that any
Persons or Firms having Claims
against the Hongkong Branch of the CHINA
EXPORT-IMPORT AND BANK COMPAGNIE
are required to file same with the Liquidators
on or before 31st October, 1916, after which
date no claim will be recognized.

BRADLEY & CO. LTD.,
Liquidators. [1308]

5% FRENCH GOVERNMENT LOAN 1916.

Price of Issue Frs. 87.50.

SUBSCRIPTION LISTS will be OPEN
on the 5th October, and Close on the
29th of the same month.

The Bonds are issued in France, in
multiples of Frs. 10000 and upwards.
Bills and bonds of the "National Defense"
bought before the 1st October, 1916, are
accepted in payment.

Applications will be received by the Hong-
kong Branch of the Banque de l'Indo-Chine
from date.
Hongkong, 30th September, 1916. [1186]

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the Captain
SUPERINTENDENT OF POLICE, at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, height and
occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and
3 P.M. to 4 P.M. daily.

JUST RECEIVED

FRESH Supply of FLOWER and
VEGETABLE SEEDS.

GRACA & CO.

No. 4, WYNDHAM STREET
[1313]

NEW CARTRIDGES.

Popular English Manufactures.

In all Bore and Sizes

SMOKLESS POWDER and CHILLED
SHOT. From No. 10 to REGG. at \$5. 07 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection invited

WM. SCHMIDT & Co
[1308]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of Every Description
in Stock.

Caricaturing, Printing and Enlarging.

Custom Made in Various Shades.

TELEPHONE 1219 [508]

MITSUBISHI GOSHI KWAISRA

COAL DEPARTMENT.

Sole Proprietors of
TAKASHIMA, OCHI, MUTABE,
KISHIDAKE, YOSHINOTANI, HOJO,
NAMAZUTA, SATO, KANADA,
SHINNEW, KAMIYAMADA, HIRAI
and OTUBARI COALFIELD.

Agents for SAKITO COAL.

HEAD OFFICE:—
MARUNOUCHI, TOKYO.

Branch Offices:—NAGASAKI, MOJI,
KARATSU, WAKAMATSU, OTABU,
MURORAN, HAKODATE, KOBE,
OSAKA, KURE, TOKYO, YOKOHAMA,
MAGAWA, TEIYUGA, VILADIVOSTOK,
HANKOW, PEKING, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIPHONG and CANTON.

Cable Address:—"IWASAKI,"
Cables:—A.L.C. via L. Western Union
and Bannan.

Agents:—
CHINKIANG—Messrs. GRAYSON & Co.
HANKOW—Messrs. GRAYSON & Co.
SINGAPORE—Messrs. GRAYSON & Co.
GLASGOW—Messrs. A. R. Brown,
McFarlane & Co., Ltd.

For Particulars apply to—
K. KATO, Manager,
No. 2, Pender Street, Hongkong.
[1318]

FORTHCOMING EVENTS.

Friday, 27th Oct.—
11.15 p.m.—Meeting of Licensing Board in
Council Chamber.

Monday, 30th Oct.—
10 a.m.—Daisy Farm Co., Ltd., Meeting of
Shareholders.

INTIMATION

"THE ECONOMICAL TALCUM"

WATSON'S

GIANT

LAVENDER

TALCUM

A powder so pure, so soft and

refreshing for the skin, and then

it is so delicately perfumed with

the delightful odour of SWEET

LAVENDER. Send for the

GIANT size

1-LB. Talcum for \$1.00.

A. S. WATSON &

CO., LTD.,

HONGKONG DISPENSARY,

TELEPHONE 16.

HONGKONG OFFICE: 10A, DES VOUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 25th OCTOBER, 1916.

RAILWAY EXTENSION IN

CHINA.

The economic development of China,
and, in particular, the extension of her
railway system, has been suspended since
the outbreak of war, owing to the im-
possibility of raising a foreign loan. It
is, therefore, welcome news that the
Government has concluded an agreement
with an American firm for the construc-
tion, under the contract system inaugu-
rated in China by Messrs. Paulings, of
2,000 miles of railway. None the less,
even though we know it to be impossible,
we cannot help feeling some regret that
British capital has not some share in this
enormous undertaking, which will almost
double China's railway system, and will
tend to give American machinery and
products a preponderance of popularity
in the industrial world of China. But
we would far rather see railways con-
structed by American capital than not
at all, and we can hope to derive no
small benefit ourselves from the increased
trade which must follow the opening up
of China on so extensive a scale. What
we really regret is that the American
firm was not given a free choice of lines
to be built, and that the Chinese Govern-
ment has insisted on selecting itself a
large proportion of the lines to be con-
structed, and has made a bad choice. In
China's present financial difficulties, she
can no more afford to build costly strate-
gic railways than she can afford to lay
down Dreadnoughts; the first essential
with every railway she builds is that it
should promise to be self-supporting and
also that, by tapping districts whose
trade possibilities have not hitherto been
able to develop for lack of facilities of
transport, it should help to open up the
country and increase its trade. In spite

of this, two of the railways named—the
Fengcheng-Ninghsia and Ninghsia-Lan-
chow lines—are purely strategic and can
serve no commercial purpose. These two
lines will make up almost half of the
1,100 miles that are already projected,
and they will certainly not be the easiest
of construction. It is only fair to re-
member that this arrangement was made
in the days when the monarchist move-
ment was at its height, but these lines
form part of those chosen by the Chinese
Government itself, and, though the
American syndicate has rightly refused to
allow the contract as a whole to be
cancelled, we scarcely think it would re-
fuse to allow the Chinese Government to
modify its apportionment of the mileage
that is reserved at its disposal. The
institution of railway communication
with the north-west has always had a
fascination for the Chinese Government.
It will be remembered that at the begin-
ning of this year the Ministry of Com-
munications announced its plans for
extensive construction in Kansu and the
New Dominion; in 1912 an agreement was
signed for the construction of a line from
Haichow to Lanchow and ultimately to
Lii. The great amount of attention that
is devoted to the question of providing
railway communication with this remote
corner probably sprang originally from the
testamentary Memorial of Tso Tsung-
t'ang, the suppressor of the Mahomedan
rebellion in Kansu and Turkestan, in
which he urged the necessity of China's
adopting foreign methods and appliances,
and especially railways. Unquestionably
a railway to Kansu would be of immense
assistance to the Government in main-
taining order in that far spot and in
checking disruptive tendencies in the New
Dominion. It could never pay its way,
however; it would be a constant source
of expense and would do nothing to add
to the sum total of the wealth of the
country, so that it can only be regarded
as a costly and unnecessary luxury. Nor
can much be said in favour of the other
lines. One of them, from Hengchow in
Hunan to Nanning on the West River,
will probably prove a sound undertaking,
but we do not think much good is likely
to result at present from a line across
the island of Hainan, nor can we see
any economic justification for the pro-
posed Hangchow-Wenchow line. Hainan
is certainly a rich and undeveloped
island—the recent exportation of rubber
gives some indication of its latent capab-
ilities—but a railway cannot help much
so long as there are no harbour facilities
and ships have to anchor in the open
sea, and for the present one or two good
trunk roads would serve the purpose of
the island as well as would a costly rail-
way. The Hangchow-Wenchow line seems
to have little to commend it. It will,
apparently, not be a continuation of the
Hangchow-Ningpo line, but will be a
fresh system, passing through Kihwa in
the centre of the province. It will be
an expensive undertaking, and, though
the Kihwa district is prosperous and
would provide a fair amount of trade,
we do not see that the line is likely to be
very profitable, and there are many lines
that should have priority over it. The
remaining line, from Hengchow to
Nanning, is certainly the one with the
best prospects, though here, again, con-
struction will be difficult. The line will
form a valuable link between the Yang-
tze and the West River; it will, by link-
ing up the Canton-Hankow and Shensi-
Singyi lines, form an essential part of
the South China network. But, on the
whole, it is difficult to congratulate the
Chinese Government on the use it has
made of the mileage placed at its dis-
posal under the agreement. China's hope
must be that the American contractors
will show more consideration for her real
needs than her own Government has done,
and that they will lay out the balance
of the mileage in lines that will be
economically useful and not mere strate-
gic assets.

This evening at 9 o'clock Mrs. T.

Ralphs will read a paper on Wordsworth

at meeting of the Union Church Guild.

Mr. Hazeland yesterday discharged a

Chinese named Tsz Cheong, who was

accused of being in possession of 19 taels

of opium at Kowloon Station. The

accused was able to prove that a basket,

in a false bottom of which the opium was

found, had been handed to him by a

friend to take to the station, and he had

been caught by the Customs authorities

while it was in his possession.

At the Magistracy yesterday Mr. Haz-
land fined a Chinese \$15 for striking a
Revenue Officer while in the discharge
of his duty at Jardine's Wharf. The
officer was attacked when he was about to
search a boy who was in defendant's
company.

The usual weekly prayer meeting in

connection with the National Mission of

Repentance and Hope will be held this

evening at St. Paul's College at 5.30.

The Bishop of the Diocese will conduct

the meeting, and a short address will be

given by Dr. Neville Bradley.

The following obtained 1st Class Certi-

ficates of Education at a recent examina-

tion held in the Colony:—Corpl. W. H.

Thornton, R.G.A., Bdr. C. Wilson,

R.G.A., Sergt. E. W. Overden, R.E.,

Cpl. C. R. Heath, R.E., Spr. C. E.

Millard, R.E., Qr.-Mr. Sergt. H. L.

Thompson, R.A.M.C. Sgt. H. E. Strange,

R.A.M.C., Pte. F. E. Lawrence,

R.A.M.C., Sergt. J. H. Cooper, 4th

K.S.L.I., and Pte. H. Hinchcliffe, 4th

K.S.L.I.

In the Supreme Court yesterday the

Attorney General, the Hon. Mr. J. H.

Kemp, moved for the admission to the

Roll of Solicitors and Proctors of Mr.

W. Lo, of the firm of Ewins & Needham,

solicitors, Hongkong. Mr. Lo, he said,

had been admitted a solicitor in the

Supreme Court in England, and asked

that he be exempted from the rule requir-

ing four months' notice to the local

Solicitors Society before enrolment. The

Chief Justice granted the application and

the exemption requested.

The attitude of the richa coolie on

the "cunshaw" question was illustrated

in a case which came before the Police

Court yesterday morning. A coolie, who

was charged with disorderly conduct,

voluntarily attached himself to a richa

and helped to push it. At the journey's

end, on being handed 5 cents for his un-

solicited services, he flew into a passion,

caught the driver of the richa by the

coat, and said: "If you can't afford to

THE WAR.

CONTINUED PROGRESS ON WESTERN FRONT.

SANGUINARY AND CRITICAL FIGHTING IN DOBRUDJA.

GERMAN'S CLAIM CONSTANZA.

"FRIGHTFULNESS" AT MARGATE.

DUTCH STEAMER FLYING GERMAN FLAG.

MORE SUBMARINING.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH ACTIVITIES.

ESTABLISHING THEIR POSITION.

LONDON, October 23rd.

General Sir Douglas Haig, in a *communiqué*, states:—During the night there has been considerable enemy shelling between Lesars and Gueudecourt.

Our troops occupy the near lip of two mine craters formed by the enemy yesterday at the Bloff, and are satisfactorily establishing their positions.

ENEMY RAIDS REPULSED.

LONDON, October 23rd.

General Sir Douglas Haig, in a *communiqué*, says:—In the afternoon on our right front, south of the Ancre, our line was advanced east of Gueudecourt and Lea Bouafs, and we captured over a thousand yards of enemy trenches.

Our front in the neighbourhood of Lesars was heavily shelled. The enemy, massed for an attack south of Grandcourt, but our artillery put a stop to the operation.

The enemy attempted two raids at Gourmeccourt last night. We stopped one, inflicting heavy casualties. The second penetrated to our outpost lines, but by counter-attack we promptly drove them back.

TRANSPORTATION APPOINTMENT.

LONDON, October 23rd.

General Sir Douglas Haig has appointed Sir Eric Geddes as Inspector-General of Transportation.

EFFECTIVE AIR BOMBING.

LONDON, October 24th.

General Sir Douglas Haig, in a *communiqué*, says:—We had 66 further prisoners from the Schwaben Redoubt fighting.

Our aeroplanes yesterday bombed two railway stations behind the enemy lines. A moving train was hit and much damage was done to buildings and rolling stock.

Seven enemy machines were brought down and many others forced to land damaged. Eight of our machines have not returned.

FRENCH RUSH A RIDGE.

PARIS, October 23rd.

A *communiqué* states:—We have carried the whole of ridge 128, to the west of Sully-Sailliel.

APPRECIABLE PROGRESS AND LIVELY FIGHTING.

PARIS, October 24th.

An official *communiqué* states:—North of the Somme we have made progress north-east of Morval. South of the Somme there has been particularly lively fighting in the region of Chaulnes Wood.

We captured 60 prisoners yesterday north-west of Sully-Sailliel. Everywhere else is quiet.

German aeroplanes bombed Nancy in the morning. There were no casualties and only slight damage.

AIR ACTIVITIES.

PARIS, October 23rd.

Since Saturday we have captured 450 prisoners in the Chaulnes sector.

German aeroplanes were felled on the Somme and three were forced to descend damaged.

French aeroplanes bombed blast furnaces north of Metz and railway stations at Metz and elsewhere, an ammunition dump at Monsen-Chausse and on the Somme, and factories at Bombach.

THE BALKANS

(THROUGH REUTER'S AGENCY.)

ON THE ROUMANIAN FRONT.

A STUBBORN RESISTANCE.

LONDON, October 23rd.

A Russian *communiqué* states:—Under continuing pressure by the enemy, the Russo-Roumanians are retiring in the Dobrudja, but are stubbornly resisting. Stubborn battles continue on the western frontier in Moldavia, successfully for the Roumanians.

The enemy has been compelled to retire slightly in the Trotus, Oituz and Slonic valleys.

ENEMY EFFORTS EFFECTIVELY REPELLED.

LONDON, October 23rd.

A Roumanian *communiqué* says:—Referring to the northern and north-eastern fronts all enemy attempts to debouch from the Uzul Valley into the Oituz and Slonic Valleys have been sanguinarily repelled.

We repulsed most violent attacks at Predepl.

We recaptured Prisacai, taking prisoners and machine guns.

There have been numerous attacks and counter-attacks on our left, where we have retained our position.

We have repelled attacks in the region of Orsova.

THE GREEK CRISIS.

ULTIMATUM BY M. VENIZELOS.

LONDON, October 23rd.

The *Morning Post's* correspondent at Rome states that M. Venizelos has sent an ultimatum to Bulgaria, demanding immediate evacuation of East Macedonia.

DOBRUDJA FIGHTING.

SANGUINARY AND RELENTLESS.

PETROGRAD, October 24th.

The fighting in Dobrudja has been of the most sanguinary and relentless character, especially where Russians and Serbs were pitted against Turks and Bulgarians. It seems that the offensive was taken by either side alternately.

Newspapers estimate that the enemy's object in Dobrudja is primarily demonstrative, with the intention of preventing the Russians assisting the Roumanians in Transylvania, also relieving pressure on the Russian south-western front, perhaps causing withdrawal of part of the Russian forces in the Brzezang-Bokal-Vladix-Mir-Volymok-Kovel region.

An enemy decisive offensive against General Brusiloff is anticipated.

ROUMANIAN RETIREMENT.

LONDON, October 23rd.

To-day's Roumanian *communiqué* says:—In Dobrudja the fighting continues with violence.

Our troops retired immediately to the south of the Cernavoda-Constanza railway.

A GERMAN CLAIM.

AMSTERDAM, October 23rd.

A German *communiqué* claims the occupation of Constanza.

(Constanza is a seaport in the Dobrudja, standing on the Black Sea at the end of Trajan's Wall and of the railway to Tebravoda. It has a population of 13,000 or 14,000 inhabitants.)

RESERVISTS RUN RIOT.

ATHENS, October 24th.

A group of Reservists entered a café and destroyed a portrait of M. Venizelos, and badly injured the proprietor with sticks. Up to the present there have been no arrests.

BRILLIANT SERBIAN VICTORY.

ENEMY'S HEAVY LOSSES.

SALONIKA, October 23rd.

A French official *communiqué* states that large forces of Bulgarians violently counter-attacked the Serbians in the loop at Cerna on the 19th instant. The fighting lasted the whole day and was of a most desperate character. It ended in the complete success of the Serbians, who drove the enemy back everywhere with the heaviest losses.

RAIN IMPEDES BRITISH.

LONDON, October 23rd.

A British official report states:—Rain is still impeding operations on the Struma front. There are no important operations recorded on the Doiran front.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

MORE VESSELS SUNK.

LONDON, October 23rd.

The Dutch vessel *Fortuna* and the Danish steamer *Hebe* have been sunk. It is feared that sixteen of the crew of the *Fortuna* have been drowned.

The Donaldson liner *Cahotia* is also believed to have been sunk.

The following vessels have also been sunk:—*Rabbi*, *Risny* and *Drapp* (Norwegian); *Arvi* and *George M. Embricos* (Greek); a Danish schooner and a Swedish barquentine.

Twelve members of the crew of the *George M. Embricos* are missing.

LATER.

Additional sinkings reported are:—*Steamers Haguenot, Marchioness, and Duke Chiburn* (British) from Athens; *Dido, Farther, Roennang* (Norwegian); *Alfild* (Swedish); and several British, Norwegian and Swedish sailing vessels.

DUTCH STEAMER FLYING GERMAN FLAG.

YNUIDEN, October 23rd.

A transpires that the Dutch steamer *Caledonia*, with a cargo of copper ore, is lying at Zeebrugge, flying the German flag.

AERIAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

AIR RAID ON MARGATE.

ENEMY AEROPLANE DROPS THREE BOMBS.

It is officially announced that a hostile aeroplane dropped three bombs on Margate this morning.

A hotel was slightly damaged and a man and woman were slightly injured.

British aeroplanes pursued the raider, which made off in a south-easterly direction.

ZEPPELIN OVER GORINCHEM.

AMSTERDAM, October 23rd.

The *Handelsblad* reports that a Zeppelin dropped a bomb near Gorinchem, making a deep hole in the road.

EGYPT.

(THROUGH REUTER'S AGENCY.)

EGYPTIAN CAMPAIGN.

SUCCESSFUL OPERATIONS.

LONDON, October 23rd.

An official message says:—On the 20th and 21st instant, on our western frontier our camel corps with armoured cars successfully swept the Dakbla Oasis to the western edge, taking 125 prisoners.

A similar operation in the Bahari Oasis resulted in the capture of 50 prisoners and a quantity of prisoners, arms and ammunition.

OBITUARY.

SIR JOSEPH BEECHAM.

LONDON, October 24th.

The death is announced of Sir Joseph Beecham, manufacturer and philanthropist. Deceased was proprietor of the Aldwych Theatre. He was in his 68th year, and was the father of Sir Thomas Beecham, the famous conductor.

GENERAL.

(THROUGH REUTER'S AGENCY.)

VISCOUNT GREY AND PEACE TERMS.

ALLIES MUST INSIST ON GUARANTEES.

LONDON, October 23rd.

Viscount Grey, speaking at a luncheon given to the Foreign Press Association, which was attended by Ambassadors and Ministers of all the Allies, said the recent speeches of Mr. Asquith, Mr. Lloyd George, and M. Briand, conveyed the views of all the Allies. The cause of the war must not be forgotten in considering peace terms. German Statesmen were talking of guarantees, but Germany had forced the war upon the Allies, and therefore the Allies must insist on guarantees. Knowing the terrible character of war, we were determined that it should not end till it was guaranteed that future generations would not be subjected to such a terrible trial.

Lord Grey proceeded:—We are putting the best lifeblood of the nation into the struggle side by side with our Allies. Our cause is one. We stand or fall together. Germany is doing her best to separate us, but we are fully resolved to go through together to the end. The memories of our joint sufferings and courage will be a perpetual bond of alliance and sympathy after the war.

A WORD TO NEUTRAL NATIONS.

Referring to President Wilson's advocacy that neutrals should participate in securing peace in the future, Lord Grey said that in order to make that proposition effective the neutral nations must be prepared to use force to compel observance of treaties to keep the peace. We must also come to an agreement after the war regarding the methods under which war should be conducted. Germany had been guilty of more terrible anarchy than the world had ever known. She had broken down all the barriers which ancient civilisation had created in order to keep the horrors of war within range. Neutral nations must see that something was done to ensure that the rules of warfare—if there must be warfare—were kept in future and that science was not misused for the destruction of mankind.

He concluded:—There must be no end to this war—no peace—excepting a peace which will ensure the nations of Europe freedom from Prussian militarism. We are determined to continue to make sacrifices until we have secured the future peace of the whole continent of Europe, so that the sacrifices already made shall not have been in vain. (Loud cheers.)

AUSTRIAN PREMIER'S ASSASSINATION.

AUSTRO-GERMAN COMMENT.

AMSTERDAM, October 23rd.

Socialist circles regard Stuergh's assassination as the outcome of persistent refusal to re-establish Parliamentary Government in Austria. It is noted that last Friday an influentially convened meeting for the purpose of agitating for this reform was prohibited, although 15,000 had been invited and Parliamentarians had promised to speak.

Austro-German comment shows remarkable anxiety to create the impression that the deed was not due to political motives.

KING ALBERT'S DENTIST.

SENTENCED TO PENAL SERVITUDE.

AMSTERDAM, October 23rd.

A Sexagenarian Englishman, Dr. Bull, who acted as dentist to King Albert, has been sentenced to six years' penal servitude. It is believed that he was charged with assisting British military refugees.

MESOPOTAMIA COMMISSION.

"DAILY MAIL" CRITICISM.

LONDON, October 23rd.

The *Daily Mail's* political correspondent severely criticises the conduct of the Mesopotamia Commission, especially for not calling Major General Creagh and Col. Creagh.

THE NEW JUTE SCHEME.

"TIMES" CRITICISM.

LONDON, October 23rd.

The *Times* states that the London jute firms declare that the provision in the new scheme whereby Indian houses are called upon to make good depreciation occurring in transit to England will certainly entail loss, as there would be no margin of profit to cover inevitable depreciation at home. The opinion is that a better plan would have been to call off the whole scheme and the Government take up the buying.

ONTARIO'S "OUR DAY."

LONDON, October 23rd.

Ontario has given a quarter of a million sterling to the Red Cross Fund.

"SLIGHTLY DAMAGED" CRUISER.

THE GERMAN REPORT.

AMSTERDAM, October 23rd.

A Berlin semi-official report states that the small cruiser *Muenchen*, slightly damaged by a British submarine on 19th October, has returned to harbour.

TROUBLES IN BULGARIAN CAPITAL.

POLITICIANS SENTENCED.

AMSTERDAM, October 23rd.

A Sofia telegram says that M. Ghendieff's brother and his father-in-law, (the Leader of the Agricultural Party) and others have been sentenced to eight years' imprisonment for receiving and distributing 24,000,000 francs, alleged to have come from a foreign source to be used against the Government.

[M. Ghendieff is the pro-Allied Minister who was reported yesterday as having been sentenced to ten years' penal servitude for alleged high treason.]

ANKOBER OCCUPIED.

ROME, October 23rd.

The forces of General Rasimkhael (who is Lidjassu's father) occupied Ankober, 80 miles north-east of Addisababa, on the 17th inst. Fighting continues.

"ENOCH ARDENS" OF THE WAR.

HUSBANDS RETURN TO FIND "WIDOWS" REMARRIED.

There is a notable multiplication of domestic dramas of the type familiar to us through Tennyson's *Enoch Arden*, and to the French in Balzac's *Colonel Chabert*, who, lost on a Napoleonic battlefield, returned home to find his wife married to a nobleman of the Restoration.

Thus, a Madame D., of Arras, was informed at the beginning of the war that her husband had been killed. Remarking to Paris she waited some months, and then married her brother-in-law. The household is now expecting a child, and the first husband is on his way back from Germany.

M. Charles le Goffic cites other cases in the *Liberte*.

"In a small commune near the Channel two soldiers' wives remarried in this way. The death of their first husbands was registered, and all the papers were in order. But these husbands reappeared one fine morning, both of them with amputated limbs.

More curious is the tale of the Breton soldier, whose arm, cut off by a shell, was found on the battlefield, while the rest of him had disappeared. As the arm carried the identification plate, its owner was reported dead. The wife received a certificate to this effect, and was permitted to remarry. The first husband, however, proves to be alive, and inclined to insist on his rights.

But the most unfortunate of these tragic misadventures was found in Switzerland recently, in one of the parties of seriously wounded soldiers returned from Germany. A French visitor stopped before an unfortunate fellow whose face was so disfigured as to seem no longer human. He asked if he could do anything for the sufferer, if he could seek his family and tell them.

"Useless," was the reply. "He is dead."

The soldier had risen to the heroic dignity of deciding that, rather than horridly believe his loved one would leave them to believe him dead.

There is a ray of light in this case, for the surgeons hold out hope of a great improvement, and if it is accomplished their patient will give up his name and come to life again. "But perhaps," adds M. le Goffic, "it may be then too late."

This is no question of a few curious disasters. It is said with some show of authority that there are 70,000 French prisoners in Germany who have not been able to communicate with their families. The French law requires ten months of widowhood before remarriage. The question is being asked whether this delay should not be extended, and Madame Henri Robert, the eminent pleader, is one of those who think that soldiers' wives should not remarry before the end of the war.

CORRESPONDENCE.

"OUR DAY" AT CANTON.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—May I ask you to publish the following in connection with your article in "Our Day on Shanghai"?

The raffles were superintended by Mrs. Egger and Mrs. Kitching (member of Ladies' Committee), not by the Tung Shan Ladies; the Brain Tab by Mesdames H. P. Harris, Smith and Watson, all of Tung Shan, the "tea room" by Mesdames Eyles, Hotson, Sutton, Reynolds, and White. The thanks of the Committee are due to the Victoria Hotel, Shamoon, for very kindly lending crockery for the tea. The Bank of Taiwan subscribed \$10. Thanking you in anticipation.—I am, yours faithfully,

C. M. FORBES

(Hon. Sec. to the Ladies Committee). 23rd October, 1916.

DISINFECTANTS AT THE G. C. H.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—In view of H.E. the Governor's emphatic statement at the last meeting of the Legislative Council that the minutest investigation has failed to reveal any sign of omission in the manner of the administration of disinfectants at the Government Civil Hospital, the following facts may, perhaps, prove of interest to him in his further investigations:—

In 1913 the contract for the Hospital washing was given to the Eyre Refuge, and during that year there was little to complain of except the high pressure at which the work had to be done, the washing having to be fetched and returned to the Hospital in a limited number of hours.

In the Spring and Summer of 1914, however, much trouble was caused at the Refuge by the quantity of vermin in the clothes which came from the Hospital. We learned from various sources that such a condition was due to the curtailed and sparing use of carbolic or other disinfectants, necessary to keep the floors and the wards in a sanitary condition.

Complaints were made to the Hospital authorities at the time, and the matter would have been brought to the attention of the Government if the War had not, shortly after, led to the termination of the contract.

As to the condition of the washing received from the Hospital, I speak from personal knowledge and observation.—Yours sincerely,

FACTS NOT FIGURES.

DRINK, TOBACCO AND CANCER.

MEDICAL OFFICER'S ANALYSIS.

An analysis of the habits of the 135 men and 77 women who died from cancer in Woolwich last year has been made by the Medical Officer of Health for the Borough (Dr. S. Davies). Cancerous persons, he says, included 32 per cent. of excessive alcohol users and 41 per cent. of excessive smokers. Non-cancerous persons living to a greater age had 14 per cent. of excessive alcohol users and 16 per cent. of excessive smokers. In other words, the percentage of excessive alcohol drinkers and large smokers among those dying from cancer was more than twice as high as among other persons. "These differences," Dr. Davies continues, "are still more marked if only those who died from cancer of the mouth and throat are considered. Of 68 persons who died from cancer of the lips, tongue, jaws, larynx, oesophagus, and cervical glands, 46 per cent. took alcohol excessively, while 75 per cent. smoked excessively. Twenty-three of the 61 smoker patients smoked chiefly clay pipes, 35 a briar or other form of pipe, and 40 sometimes a clay and sometimes a briar, two cigarettes, and two cigars. There were only four out of the 91 cases of cancer of the mouth or tongue in which the patients were not smokers. It would appear that both alcohol and smoking (especially alcohol) have some general effect in promoting cancer, but chiefly exert their injurious influence locally. Of the 64 cases of cancer of the mouth and throat 18 (or 28 per cent.) were excessive tea drinkers. Tea drinking does not seem to be especially injurious locally or generally as far as cancer is concerned. If the injurious effect of smoking were chiefly due to the local effect of heat one would have expected excessive drinking of hot tea to have had a similar bad result. In 43 cases of cancer of the stomach 15 (or 35 per cent.) drank excessively, 18 (or 42 per cent.) were large eaters, and 31 (or 58 per cent.) were large meat eaters."

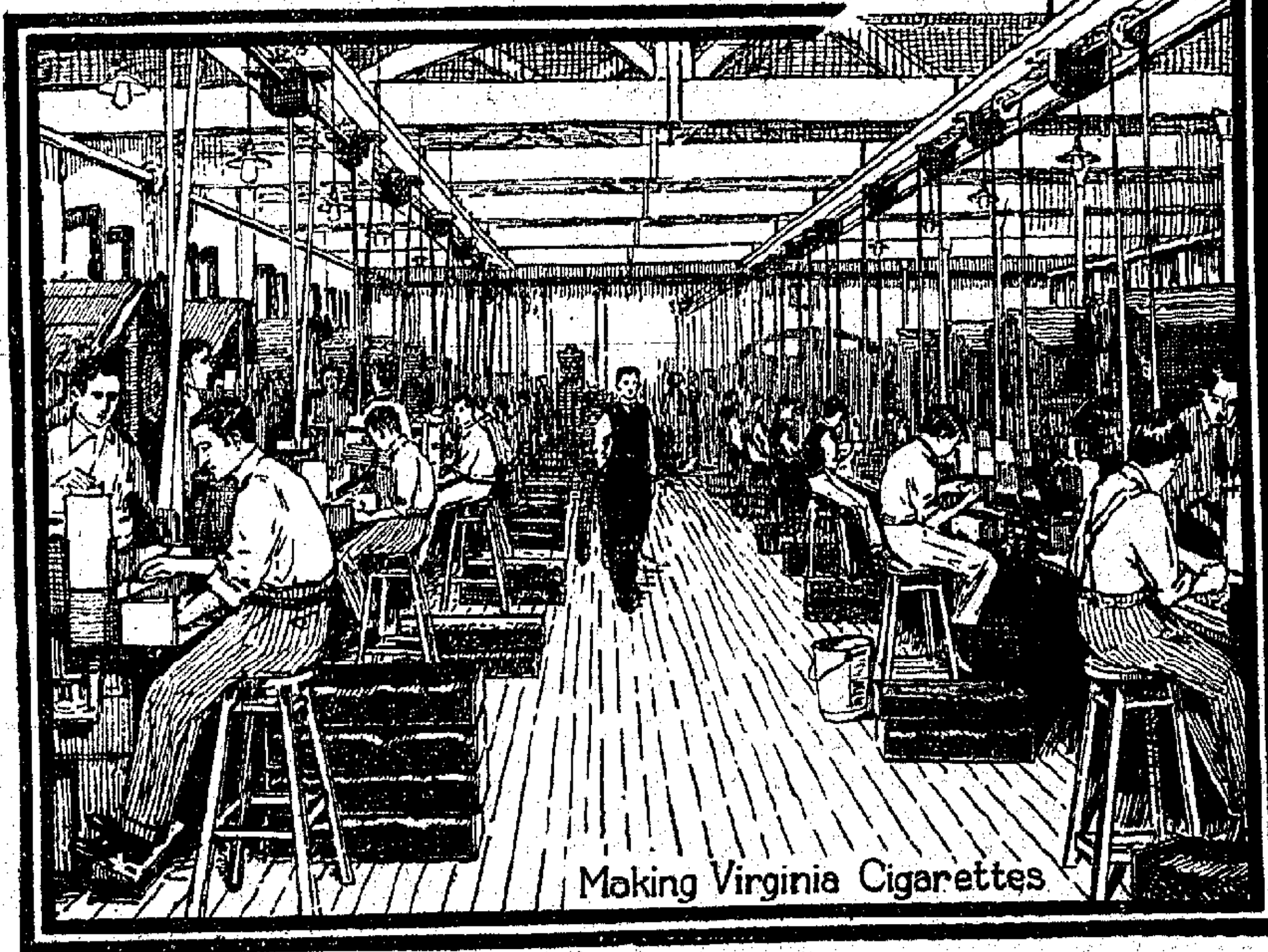


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HUNTING THE HUNS.

DOINGS OF THE NEW BRITISH ARMoured CARS.

The utmost interest and satisfaction have been aroused (our London Correspondent writes) by the unexpected appearance of the new British armoured cars on the western front. All accounts go to show that not only are they effective from a military standpoint, but they have created panic among the enemy.

Any description of the cars in detail is not permissible for obvious reasons. But they have been likened to steel monitors "as big as the ground floor of a London house," to "moving forts," to "perambulating Dreadnoughts"—and many other things. The army has nicknamed them "Tanks." One fact, however, is established—they can go over trenches, knock down walls and climb across the debris, squash dug-outs as a steam roller would flatten out a wasp's nest, and are impervious to any fire short of a direct hit by a big gun.

The Times Special Correspondent writing on the cars says:—

"Two days before they were used in the present advance (the capture of the German third line on September 15th-16th) I had an opportunity to see a lot of them—a whole herd—where they were resting before their first experience of real war. It was as incredible as a nightmare or one of Jules Verne's most fantastic imaginings. A slight hollow, a few acres in extent, in a level plain was full of the monsters, like cows in a meadow—huge shapeless hulks, resembling nothing else that was ever seen on earth, which wandered hither and thither like some vast antediluvian brutes which Nature had made and forgotten. Painted in venomous reptilian colours, which made them admirably invisible against the dun background of dry autumn grass and bare soil, they were inexplicably suggestive of living things—hybrids between Behemoth and the Chimera, toud-salamanders, ebid-nadragons—anything you please, which is mythical and fantastic.

"I was permitted to go inside one of the beasts and inspect its vitals in all their incredible details; and I watched the great things manœuvre about the field, grotesque and unpeppable, and at each new antic which they performed, each new capacity which they developed, one could do nothing but sit down and laugh till one's sides ached. Were they only a preposterous joke or were they a serious contribution to modern warfare? It was impossible to make up one's mind. But that they were appalling and hideous was certain as one saw them in the gathering dusk wheel off and fall into single file, heave their huge bodies one by one up the sides of the hollow, and then go shouldering off outlined against the skyline, like a great string of mammoths, to take up their positions in the battle front.

"We know now and the Germans know, that as a contribution to modern warfare they have proved themselves very serious indeed. Some of the officer prisoners really get angry on the subject, as if they had never heard of poisonous gases or Flammenwerfer or torpedoing passenger ships or dropping bombs on open towns and shelling sea-side resorts, so exquisite is the German sense of humour.

"Some few met with mishaps: that was inevitable. Others exceeded expectations. There were joyous stories told early in the fight brought in by airmen who had seen the individual monsters waddling over the shell-torn ground in the open far from our front line and in advance of the infantry who were busy cleaning up the trenches in the rear. One was reported rolling majestically and alone down the empty main street of Flanders before the place was ours. Other German Defeat! Special Extra! led our men victoriously into Martinpuich. Another seems to have gone unaccompanied into a certain sugar factory by Courcellette, which was known to be strongly fortified, and simply terrorized it—not an eagle, but a plesiosaurus, in a dovecoat. In reducing the objectionable strong points about High Wood they were invaluable, and one wounded sergeant to whom I spoke told ecstatic stories of the way in which one mastodon just butted into the remaining tree trunks there and crashed them down on top of the defenders of the stronghold.

"Of course, they are only an experiment; but on their first day they justified themselves completely. In one short hour they did more military service, killed more enemy in uniform, and had a greater influence on the war than all the Zeppelins have ever done. A French liaison officer, who acts as a link between the British and French armies, told Reuter's correspondent with huge glee of the consternation which spread among the Germans when these sinister flat-footed monsters advanced spouting flames from every side, and careless alike of rifle and machine-gun fire right up to and over the barbed-wire entanglements, crushing everything before them, and silencing them, making the advance of the German reinforcements through their communication trenches impossible by enflaming fire and holding up terrified bands of Germans eager to flee.

This expression of opinion is confirmed by the correspondent of the *Liberté* on the Somme front, who says: "At the precise moment when the bombardment stopped the Germans had the surprise of seeing advance in front of the waves of assaulting troops enormous steel monsters, from which spurted a continuous fire of great violence. Que would have described them as gigantic infernal machines. Their front, which was shaped like a ram, smashed down every obstacle.

"The heavy automobiles bounded across the overturned and uneven ground

breaking through the barbed wire and jumping the trenches." The paper adds that in the German ranks there was mad terror, the enemy falling back abandoning arms, ammunition and equipment.

Reuter's Special Correspondent at British Headquarters says the first of the ponderous machines to sail solemnly into Flanders bore a newspaper placard on its side with the legend "Great Hun Defeat—Extra Special Edition." This particular car won its laurels by putting a battery and a half of field guns out of action.

Another of these wonderful machines after pausing to clear out a couple of enemy trenches, was approached by a large party of Boches, demonstratively anxious to capitulate. Indeed, they were apparently a little too demonstrative, for they were not at first understood. "We cried out, 'Kamerad pardon,'" said a prisoner, "but the great ugly things went on spitting bullets at us." Needless to say, Reuter's Correspondent adds, our men are vastly "bucked" by these latest additions to their fighting strength.

One of the "tanks" rumbled up to the entrance of a strongly fortified sugar refinery—a perfect nest of machine-guns—coughing bullets as it came, burst open the barricaded door, scattering sandbags like feathers in a chicken fight, and got in among the machine-gunners. Not long afterwards there fell a hush, upon which our infantry marched in and took undisputed possession of the place; whilst the ungainly machine—named by the Tommies "Creme de Menthe" and a "Flagship" at that—was clumsily bumping its way out again to go and do more mischief amongst the Boches' impregnable defences.

—LIKE PREHISTORIC MONSTERS.

Mr. Philip Gibbs has some fine talk in the *Chronicle* and the *Telegraph* about the "tanks." He declares that the official description of them as "the heavily armoured motor machine-guns of a new style," mentioned already in the official bulletin, is a dull one compared with all the rich and rare qualities which belong to these extraordinary vehicles. The secret of them was kept for months jealously and nobly. It was only a few days ago that it was whispered to me.

"Like prehistoric monsters. You know, the old ichthyosaurs," said the officer. I told him he was pulling my leg. "But it's a fact, man!" He breathed hard, and laughed in a queer way at some enormous comicality. "They cut up houses and put the refuse under their bellies. Walk right over 'em!"

I knew this man was a truthful and simple soul, and yet could not believe.

"They knock down trees like matchsticks," he said, staring at me with shining eyes. "They go clean through a wood!"

"And anything else?" I asked, enjoying what I thought was a new sense of humour.

"Everything else," he said earnestly. "They take ditches like kangaroos. They simply love shell-craters! Laugh at 'em!"

It appeared also that they were proof against rifle bullets, machine-gun bullets, bombs, shell-splinters. Just shrugged their shoulders and passed on. Nothing but a direct hit from a fair-sized shell would do them any harm.

"But what's the name of these mythical monsters?" I asked, not believing a word of it. He said "Hush!" Other people said "Hush!" to in a remote way. And since then I have heard that one name for them is the "Hush-hush." But their real name is Tanks.

For they are real, and I have seen them, and walked round them, and got inside their bodies and looked at their mysterious organs, and watched their monstrous movements. I came across a herd of them in a field, and, like the countrymen who first saw a giraffe, said "Hell! I don't believe it." Then I sat down on the grass and laughed until the tears came into my eyes. (In war one has a funny sense of humour.) For they were monstrously comical, like toads of vast size emerging from the primordial slime in the twilight of the world's dawn.

—THEY LOVE TREES.

The skippers of one of them introduced me to them. "I felt awfully 'bucked,'" said the young officer (who is about 5ft. high), "when my beauty ate up her first house. But I was sorry for the house, which was quite a good one."

"And how about trees?" I asked. "They simply love trees," he answered.

When our soldiers first saw these strange creatures lolling along the roads and over old battlefields, taking trenches on the way, they shouted and cheered wildly, and laughed for a day afterwards. And yesterday the troops got out of their trenches laughing and shouting and cheering again because the Tanks had gone on ahead and were scattering the Germans dreadfully while they moved over the enemy's trenches, and poured out fire on every side. Not Mr. Beach Thomas says the moonlight transformed the "armoured cars" into fantastic monsters. "Autos blindés" is the French term. To watch one crawling round a battered wood in the half-light was to think of "the Jabberwock with eyes of flame," who "Came whiffing through the tulgey wood,"

And bubbled as it came."

Though now the sun was near the edge of our world, though moonlight and sunlight struggled to give distinctness to the world, the enemy ill-distinguished the guise of these iron monsters, which in truth amused our men rather than encouraged them. They were a jest, cheering hearts, possibly, faithful creatures, but no rival to the bayonet.

—IMPERTINENCE.

One German officer I met said it was "an impertinence" to use them; and some of the German soldiers regarded

VOLUNTEERS AT HOME.

RATION ALLOWANCE AND FREE TRAVELLING WARRANTS.

Since the Imperial Government invited offers of service from the Volunteer Corps, the services of 247 infantry battalions have been accepted by the King. Every county in England, as well as many of those of Scotland and Wales, is represented in the list, says an official announcement, and further offers are still being received.

All British subjects over 17 years of age, not actually serving with the Colours, are eligible for enrolment in the Volunteer Force, and it is specially desirable that those not engaged on important war work and physically capable of rendering useful service should come forward for enrolment.

There are certain classes of men employed in munition works, on railways and Department department whose civil work in connection with the war is of such importance that they would serve their country better, in the event of attempted invasion by remaining at their ordinary duties. Such men may be able, however, to give useful service in the Volunteer Force and they will be placed on the emergency list, and will be called on to serve in a special section, and not called out with the main body of Volunteers.

Special constables may enrol in Volunteer corps. All enrolled Volunteers must, however, be regarded as at the disposal of the military authorities when the force is called out.

The Volunteers can only be called out for actual service if and when it becomes necessary for the purpose of repelling the enemy in the event of an invasion being imminent, but they can render valuable service in the meantime by assuming responsibility for guarding, on the rota system, certain vulnerable points, lines of communication, etc., thus releasing full-time troops for other duty, and by performing other military work.

PAY, ETC.

It is of the essence of the movement that such service rendered prior to the emergency is voluntary and unpaid, the work done being an active contribution to their country's defence by men who are precluded for various reasons from serving with the Colours. Free travelling warrants will be provided and a ration allowance calculated at the rate of 5d. for each six hours continuous duty (the ordinary army rate) is payable to the funds of the corps which provides the men. Further, compensation for death or injury sustained as a result of the duty is payable generally on the lines of the Workmen's Compensation Act, 1906. If the Volunteer Force is ever called out for actual full-time military service, officers and Volunteers so called out will be treated as regards the issue of pay, separation allowance and compensation for death or injury precisely on the same footing as Territorial troops.

The authorised colour of the Volunteer uniform will be green grey, not khaki, and in order to conserve the supply of wool, a special pattern of cloth has been manufactured. In many cases Volunteers have already provided themselves with suitable clothing at their own expense and this system of provision will be continued for the present, with the proviso that the cloth must be obtained from the War Office on repayment. Detailed arrangements will shortly be announced.

Some assistance in the matter of accommodation and other equipment will be given by the War Office.

them with some sort of superstitious terror for the first few minutes, till daylight disclosed their true nature.

Even then they were alarming enough. With ludicrous serenity they wobbled across the gridiron fields and shook themselves as if the bullets were flies that bit just deep enough to deserve a flick. Those who had inspected these savians in their *al fresco* stalls beforehand or followed their lethargic course over impossible roads in the moonlight gasped with humorous wonder at the prodigy. Munchausen never approached the stories imagined for them by soldiers. But their pet name is "tanks," and they were chiefly regarded as a practical joke. Whales, Boojums, Dreadnoughts, slugs, snarks—never were creatures that so tempted the gift of nicknaming. They were said to live on trees and houses and jump like grasshoppers or kangaroos.

The crews had the full pioneer spirit. The courage of the men who took this virgin journey in the Trojan motor-cars was rewarded. The "tanks" did not make the success of the day, but they did good service. One was able to pursue a number of Germans down the Bapaume road, and took down prisoners. Some trenches were enflamed by them, and a useful firing was recorded of a "tank" which entered Flanders, where it is said to have walked down the ex-High Street amid cheers.

Several had dashing adventures. One appeared to break into flames and smoke, but was in truth shaking off from its pachyderm the petty insults of German bombers. "We got nothing from them but blue sparks," said one captured machine-gunner.

A DAY'S LEAVE.

Mr. Percival Phillips tells the following good yarn in the *Express*: "One man who entered Martinpuich deserves a paragraph by himself. He was attached to a wholly different unit, and yesterday his commanding officer gave him a day's leave. He spent it in an armoured car which went through the village, and explained afterwards that he didn't want to miss the show."

The *Morning Post's* Correspondent says "Tanks" is the popular Army designation for the new form of car, and it apparently travelled with them from the factory of their birth. "Tanks" however, he declares, does not describe them accurately—you might as well call them travelling targets or touring forts—but "tanks" they doubtless will be to the war and beyond.

AUSTRIA'S PREDICAMENT.
HELP SENT BY GERMANY.

H. Warner Allen, special representative of the British Press with the French Army, writing on September 1st, said: "Rumania's adhesion to the cause of the Allied Powers reinforces their Armies by several divisions of fresh troops, and general mobilisation should give Rumania something over 800,000 trained men."

The Austrian armies have just passed through a period of three months' defeats in which they have lost 800,000 men, and of these 350,000 are prisoners. Their strategic reserves have been completely exhausted. But despite the continual pressure of Italians and Russians on their frontiers, the Austrians were able to scrape together eight divisions, which they sent to Transylvania in readiness for a rupture with Rumania. These divisions were badly needed elsewhere, and it seems scarcely possible, despite the difficulty of the country, that they will be able to hold the long line of the Rumanian frontier.

The question arises: Where is the Dual Monarchy to find more troops? It cannot accuse Germany of having failed to succour "the brilliant second." The Germans lost half a million of men at Verdun before the Somme offensive began. Since July 1st they have been losing heavily, both on the Somme and at Verdun. How heavy the German casualty list has been can be deduced from the fact that since July 1st the Allies have taken 43,000 prisoners at these two points on the front. According to all precedents on this front, this figure must represent a very large total of casualties on the German side.

Notwithstanding these losses and the ever-increasing pressure of French and British on the Somme, the Germans have sent some divisions to help the Austrians. Nine of these have been withdrawn from the Western front, and the most surprising point is that four of them have been withdrawn since July 1st, when the Somme offensive began. It is obvious that the German High Command would not withdraw, if it could possibly help it, a single man from the front which is being subjected to the offensive described in the German Press as "a gigantic operation." The German Press declares that the Germans are greatly outnumbered on the Somme, and yet so great is the crisis that the enemy has had actually to weaken his Western front during the height of the offensive.

Germany has had to call on its 1917 contingent to fill up the gaps on the Western front. The men fighting have been deprived of those regular periods of rest that are so necessary to the soldier in the conditions of modern warfare. Austria can scarcely expect further assistance from this side. As for the Bulgarians, they will have more than enough to do in defending themselves against the Army of Salonika. In the Turkish depots there are not more than 150,000 men, so that Austria can look for no more help from this quarter.

GERMAN ATTAINMENTS.

"BLUNDERING INEFFICIENCY."

As a fighting machine the German army has not lived up to its reputation, says the New York *Observer*. What would have happened if the Allies had been prepared for war? Outnumbered as they were, lacking ammunition, short of big guns, and with only green reserves to take the field, what a wonderful showing they made and are still making. The men of fifty years ago in this Nation remember how long it took the North to raise a fighting army and discover winning generals. Think, then, of the superb showing of the Allies in defending themselves from an enemy that was armed to the teeth! Germany expected to win the war a year ago. The idea was magnificent, but it failed. In spite of its preparedness, the much boasted German army is really being held at bay by nations who at the beginning of the conflict were not prepared for war. If an amateur boxer can obtain an even draw against a much-heralded champion, who at the ringside would call the encounter a victory for efficiency?

What has Germany accomplished by her policy of "frightfulness"? Undoubtedly she has gained many miles of trenches by the use of poisonous gas. Without question liquid fire has accomplished like results. Perhaps the burning of Louvain was a lesson the world will never forget. Much destruction has resulted from the use of Zeppelins, an occasional chance shot having destroyed a soldier's life, wrecked a railway, or hit a munition factory. But from a military point of view the results cannot be said to justify the means. The *Lusitania* was a splendid prize, and the destruction of much ammunition (?) had a value. But will not the cry of horror which escaped the lips of the civilized world forever offset every advantage gained by such a frightful policy? Of course, if might is right, then the more terrible the might, the more glorious the right. But on the grounds of efficiency alone such a policy is calculated to kill the goose that lays the golden egg. The world has progressed too far for such a policy to succeed.

Germany has sought for world leadership and has sadly failed at the very door of success. Had her leadership been for goodwill and international co-operation she could have played her part, and played it well. But she asked for the throne of Hannibal and Caesar; and in her blundering inefficiency she did not realize that those thrones are reserved for the dead. She has borne and trained her children, not for life, but for death on the fields of battle. For generations her people will be loaded with huge war debts, and because of her militarism all the world will have to carry a share of the staggering load.

Mr. Julliot, the builder of the Le Baudy dirigibles, is sceptical as to the value of the super-Zeppelins. He says that only when the fuel is largely used up, and the projectiles discharged, can they reach a height out of reach of artillery. Mr. Julliot estimates that out of 150 Zeppelins 39 have been destroyed and 20 lost in neutral countries, in the Baltic, and in Germany.

THE FIXING OF PEACE TERMS.
"PRIMARY BUSINESS OF EVERY MAN."

Viscount Esch, who is in France, has sent another letter to the Lord Provost of Glasgow, which is printed in the *Daily Telegraph*. His lordship writes with complete confidence of the result, and says: "I often wonder what our friends at home expect at the end of this struggle. Do you and your neighbours see clearly before you the objects which the statesmen and politicians who serve you ought to have in their minds? I have received to-day, as I suppose have many others, a printed 'basis for a just peace—some practical considerations,' signed by serious and well-known men and women, who, judged by their reasoning, can have formed no true mental vision of the meaning of the war, and still less of the methods by which it is being waged. That such a mischievous document can be circulated shows to my mind the importance of forcing at the earliest moment those who take a sane view of the destruction and cruelties committed by the German armies, to formulate their ideas as to exact punishment and penalties to be extracted from the German people by way of compensation."

EVERY MAN'S BUSINESS.
"To postpone the consideration of such questions until an armistice or peace is upon us will be to commit an error as great as that which cost us so dear in not adequately preparing for a war that was inevitable. Are we going to be caught a second time in the meshes of sleep?"

"For heaven's sake do not leave these high matters in the hands of others. They are the primary business of every man in Britain and Greater Britain who has suffered. The war has taught us at least this lesson—that in order to win victories the conduct of war cannot be left in the hands of a military caste, but is an affair of the whole nation."

"It is the people and the Press of Great Britain and France that are defeating the Germans in the field. When the end comes, if the same agencies have not made preparation the fruits of victory will be lost."

Lord Esch, earlier in his letter, says:—

"Although the end may not be yet, there can now be but one ending to this war. It has been, and still is, a fiery trial, but the murderer and the busybody in other men's matters will now inevitably obtain his deserts. It is not the Germans who will be the lords over the heritage of the weaker nations."

NO IMPATIENCE.
"I hope you all realise at home, as the armies, British and French, realise here, that there must be no impatience and no exaggeration. Our people and our gallant Allies have at last got Germany by the throat. But the crushing of a great military Power takes time and entails large sacrifices."

"There may even be an occasional setback, but the daily progress that has been achieved and the manner of its achievement prove that the initiative, as soldiers call it, has passed away from the Central to the reserves of the enemy grow weaker and the forces of the Allies grow stronger upon every battle front. "Those whose hearts quail before the sacrifice of so many gallant lives in so noble a cause as that for which we are fighting should burn their maps and remember that the great decisive battles of the world have been won upon fields that from a neighbouring hill-top look no bigger than a grass park."

MR. WILSON RENOMINATED.
DEFENCE OF FOREIGN POLICY.

President Wilson accepted renomination as Democratic candidate for the Presidency last month, and in a speech vigorously defending his foreign policy, said:—

"We can no longer indulge in our traditional provincialism. We are to play a leading part in the world drama, whether we wish it or not. We shall lead, not borrow; act for ourselves, not imitate or follow; organize and initiate, not peep about to see where we may get in."

Justifying the negotiations with European belligerents, the President declared that property rights might be vindicated by claims for damages, but not so the fundamental rights of humanity. Loss of life was irreparable. Neither could direct violation of a nation's sovereignty await vindication in suits for damages. Based on these principles his diplomatic record was clear and consistent throughout. It stood distinct and definite for anyone to judge who wished to know about it.

Of German sympathizers the President said that he had neither sought the favour nor feared the displeasure of that small alien element which put loyalty to a foreign Power before loyalty to the United States.

A large part of the address was in defence of the President's Mexican policy along the well-known lines which he has previously adopted. He was more interested, he said, in the fortune of the oppressed men and pitiful women and children in Mexico than in any property rights whatever.

PERSECUTED ARMENIANS.

A Presbyterian missionary in Northern Arabia, in a despatch, describes the awful sufferings of the Armenians at Meskene. He states: "I saw women and children throw themselves in trenches, and beg the grave diggers to bury them. The Armenians here have no bread. In tents at Hama I saw 7,000 deported Armenians, 3,000 of whom are naked, and they are living on locusts and dogs. The men dig graves while awaiting death. I often saw whole rows of ghastly forms rise out of the graves and beg for bread and water. The number starving at Hama, Bekka, and Meskene exceed 30,000, and cases are reported of men fighting over the bodies of the dying in order to obtain their flesh for food."

THE SOLDIER'S CHAPLAIN.

ACHIEVEMENTS AT THE FRONT.

[By "THE TIMES" SPECIAL CORRESPONDENT.]

BRITISH HEADQUARTERS.

No one can be much at the front without hearing of the good work done by the Army chaplains. How good it has been is partially indicated by the fact that since the war began chaplains on this front have won a large number of distinctions, but the list only partially indicates the total value of the services which chaplains have rendered, for they are services which cannot be measured by the same purely military standards as those of other officers.

Achievements such as that by which the Rev. Edward Noel Mellish won the Victoria Cross shed lustre not only on the cloth, but on the whole Army. Every body is proud of it. But, apart from such brilliant incidents, the war, with its long sustained strain under practically stationary conditions and the immense discomforts to which the troops have been subjected, has given the chaplains an opportunity of making good their footing as perhaps no other war has done, and they have seized the opportunity.

The Higher Command has come thoroughly to recognize their value, as an integral part of the war establishment in the maintenance of the moral and the good spirits of the men. The officers have come to know the individual "padre" in the daily friction of life in the field and in time of danger, and they have found him a good fellow and a brave man. The men have learned his value as a comrade who has a power to help them and minister to their comfort as only one who has an officer's rank can, but with whom, at the same time, they can talk much more intimately than with any regular officer. It is in this that, for the practical purposes of war, the chaplain's chief value lies.

UNITY WITH DIVERSITY.

Like all other branches of the Army, the Chaplains' Department has grown prodigiously since the beginning of the war. There were 54 chaplains in all with the original Expeditionary Force. There are now over 1,000 with the troops on this front—a number which will be increased by the recent decision to allot a larger number of Church of England chaplains to English divisions. Of this total, 60 per cent. are members of the Church of England, and are under the control of Bishop Gwynne, the Deputy Chaplain-General. The Presbyterians, Roman Catholics, Wesleyans, and the denominations represented by the United Board have together 400 chaplains here; and of these the Chief is the Principal Chaplain, Dr. J. A. Simms, C.M.G. Among them are, for the first time with British forces, three Jews, who are held in high esteem by their colleagues of other faiths. The Y.M.C.A. is not recognized by the home authorities in its religious or denominational aspects, but only as an instrument for caring for the material comfort of the men. From Canada, however, are several "Y.M.C.A. chaplains," as well as some Salvation Army chaplains. With all this mixture of creeds, it is good to know that the utmost good-fellowship and comradeship prevails among the chaplains of the different Churches. Every Church of England representative to whom one speaks testifies heartily to the helpfulness of his colleagues of other denominations, and vice versa; and the tendency of the men to mingle at voluntary services (not at parade services) is general and increasing.

BURYING THE DEAD UNDER FIRE.

A fine story is told of how, after a certain bitter fight, the Church of England and Presbyterian chaplains went out together to bury the dead. It was not only hard, but dangerous work, for as they dug they were sniped at, and an enemy machine-gun was playing unceasingly on them.

When the work was done and it came to the Presbyterian's time to read the service, dawn was none too far away, so, knowing well the stern quality of his Scottish companion, the Church of England chaplain ventured to say to him, "Now, brother, I hope you will not make it longer than is necessary."

The Scotsman turned to him in the dark and said, "Brother, we have been a long time digging this grave, and not all the Germans on earth will make me hurry with the service over it."

And he did not hurry, but did his full duty even more deliberately than usual. Fortunately no bullets found them, and both afterwards received the Military Cross.

The burying of the dead, often under fire, and the marking and recording the position of graves are only a part of the dangerous duties which chaplains at the front have to perform. In the official account of the deed by which Mr. Mellish won the V.C. it is said that his work of carrying the wounded back and dressing their wounds under fire was "quite voluntary on his part and outside the scope of his ordinary duties." It is far from being the only case where chaplains have done similar acts, if not under conditions which gave opportunity for showing courage on so splendid a scale.

In the trenches the chaplains are, of course, constantly exposed to the same danger as the men. The opportunities for holding service before action are less now than they were in the days of pitched battles. Actions, too, often begin, on the enemy's part, without previous warning, and, even where the attack is initiated by us, it is not always possible to hold formal service. It remains for the chaplain to do all that he can individually, man to man, in the trenches, and it is in such work at

(Continued at foot of next column.)

FIRST MAIL IN TEN YEARS.

BRITISH SUBJECTS ON SOUTH ATLANTIC ISLE.

One hundred and three British subjects, self-exiled on a lonely isle in the South Atlantic, are eagerly awaiting their Treasure Ship, which will steam from London in a few days, says the *Weekly Dispatch*.

They are the inhabitants of Tristan da Cunha, and it is so far off the beaten track that they have not heard officially from the Motherland for ten years, but now a ship has been chartered to visit the island and take mail. The Colonial Office and other friends of the islanders are sending them comforts and stores, and at the offices of the Crown Agents for the Colonies (who are packing and despatching the goods free) there have been busy scenes the past few days. The gifts are chiefly of a practical value, and include soap, which is greatly in demand in Tristan da Cunha, rope, dunnage for making clothes, boots, rice, oars, medical supplies and sails.

The women exiles are not forgotten, and a good supply of hairpins and other necessities will bring joy to the bellies of Tristan.

The only flag the islanders are said to have to prove their allegiance to the Empire is a red ensign, and the Colonial Office is sending out a brand new Union Jack. There are sure to be hearty cheers in the lonely settlement when the new flag arrives and is unfurled.

Although Tristan da Cunha has had no official mail for ten years, the islanders have not been without news of the outside world all the time. Sailing ships, which get off the beaten track occasionally make a point of regulating their chronometers there, and the natives put off in their boats to exchange goods and pick up the news. They have had a visit of this sort in the past two years, so they know that Europe is in arms, but these 130 exiles have still to learn of the battles of the Marne, the Falkland Isles, Verdun, Jutland and the death of Lord Kitchener.

such moments that many chaplains feel that their efforts have been most fruitful.

In all, six chaplains have been killed in the war, as many more have been seriously wounded, and a very large number slightly wounded.

That men in the presence of death should be more impressionable, more susceptible to emotional influence, is natural. There has been, not a little said in English religious journals of the great "spiritual revival" which is reported to have occurred in the Army. Those here in the best position to judge would like to discourage all such talk.

Out here men undoubtedly see life in a truer perspective and with a large vision. Small things have a tendency to assume their proper unimportance, and great and fundamental things come by their own. Inevitably the men of the new armies are in the mass more serious-minded and more disposed to religious awe than they were when they were at home amid the trivial familiar things. But few chaplains here would care to represent that as evidence of a great spiritual revival. It would be as inaccurate to go to the other extreme and call it merely the cowardice which prompts the Devil to be a saint when he is sick and fears to die. It is merely that in the presence of such conditions as prevail here the depths of a man's nature are stirred, and he inevitably becomes spiritually and emotionally more responsive. Even so, it is all to the good. The men, however far any individual may be from an abrupt "conversion" will all be the better for it. And when the men come home better than they came out, the padre must be given much of the credit.

Not a few clergymen who had joined the Army, after they came out and saw how much good the chaplains did applied to be made Army chaplains. Conversely, several Army chaplains have applied to be transferred to the combatant ranks.

The work done by the chaplains differs widely. With a hospital or field ambulance it will obviously be different from that with a brigade in the field; and a brigade in the trenches is another thing from a brigade in reserve. Attached to a unit in the trenches a chaplain may have a "parish" with three or four miles of front and a depth of 10 miles.

Apart from the individual work, already spoken of, in the trenches, the chaplain's best field is in the billets, where it is possible to get to know men on a friendly and informal footing, when, if the chaplain deserves it, they are very ready to give him their confidence. For all chaplains are not equally adapted to Army work. Some find the atmosphere difficult and sterile. To others it is congenial, and they rejoice to feel that they are doing more than they ever did in their lives. It is a matter of the individual, in whom, perhaps, the quality most needed is that form of tact which enables him to be a good fellow among the men without derogating from the dignity of his calling. It has been abundantly proved that, while the British soldier wants his parson, and the chaplain who forgets his parson to be a man and a comrade, he insists above all on his being still a cloth in the endeavour to become more friendly with the men finds only that he has killed his usefulness.

A certain amount of elimination has been necessary among the chaplains, and will go on; but, on the whole, the testimony of all grades from commanding officers down is that the chaplains now here are in the mass excellent and are wielding an enormous influence for good. In return the best of the chaplains freely confess that they in their turn learn much from the men, and it is in the official report of a chaplain who has a large knowledge of men that I find the declaration that "such an upright body of men as our present Armies never took the field in the world's history."

SEAGER'S
OLD TOM
GIN

is the ONLY GIN

approved and recommended by the Consulting Scientific Staff of the British Analytical Control.

SOLE AGENTS:

H. RUTTONJEE & SON.
18, QUEEN'S ROAD.

[1903]

JAVA-CHINA-JAPAN LIJN
REGULAR MONTHLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
* TJITAROEM ...	SHANGHAI	2nd Nov.	4th Nov.	JAVA
* TJILIWONG ...	KOBE	3rd Nov.	6th Nov.	JAVA & MAKASSAR
TJIBODAS ...	JAVA & MAKASSAR	13th Nov.	17th Nov.	KOBE
TJIKINI ...	JAVA	11th Nov.	14th Nov.	SHANGHAI

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "KALMOEN" ...	11th November.
S.S. "TJIKEMBANG" ...	13th December.
S.S. "ABAKAN" ...	1917
S.S. "TJIBONDARI" ...	11th January.
S.S. "TJIBONDARI" ...	11th February.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,

MANAGING AGENTS.

[1916]

THE AUSTRALIAN ORIENTAL
LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN" ...	26th Oct.	3rd Nov.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
For freight or passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

[1239]

Shipbuilders, Salvage, Repairs, Boiler-makers, Electrical and Mechanical Engineers.

SHIPS
ENGINES

TAIKOO DOCK

BOILERS
MOTORS.

Agents for Messrs. J. Thompson & Co., Ltd.
Representative in all branches of Engineering and Shipbuilding in Hongkong and may be seen by appointment.

7474 by post by 2nd class.
Passage up to 400 tons.
Electric Cranes lifting up to 100 tons.

The Taisoo Dockyard and Engineering Co., of Hongkong.
Hong Kong, China and Japan. Agents: "TAIKOODOCK".
Address: Telephone 414.

SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,417, A. Arntzen, 23rd October—Bangkok 14th October, General—Thoresen & Co.
CHOYANG, Maru, Japanese str., 1,809, 1st Oct. 23rd October—Keelung 21st October, Coal—Osaka Shosen Kaisha.
HAIYANG, British str., 1,362, A. E. Hodgins, 23rd October—Bangkok 16th October, Rice—Order.
KAIFONG, British str., 988, J. B. Evans, 24th October—Haiphong 20th October, Pigs and General—Butterfield & Swire.
KARONGA, British str., Patterson, 24th October—Shanghai 20th October, General—Sheehan, Tomes & Co.
KUKIANG, British str., from Canton, 23rd October.
KWANGLOO, Chinese str., 1,468, A. P. Sangster, 24th October—Shanghai 21st October, General—Order.
SOSHI MARU, Jap. str., from Canton, 23rd October.
TAMARINE MARU, Japanese str., 690, K. Ito, 23rd October—Shimonoseki 17th October, Ballast—Order.
YUENANG, British str., 1,125, W. Mesney, 24th October—Manila 21st October, General—Jardine, Matheson & Co., Ltd.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
October 24th.
KOURA MARU, Jap. str., for Kobe.
TAISHO MARU, Jap. str., for Canton.

DEPARTURES.

October 24th.
BORNEO MARU, Jap. str., for Batavia.
CHENAN, British str., for Shanghai.
CHONGA MARU, Jap. str., for Manila.
CORDILLER, French str., for Haiphong.
HAIYANG, British str., for Singapore.
NEWBY HALL, British str., for Shanghai.
SIXIANG, British str., for Canton.
SOSHI MARU, Japanese str., for Swatow.
TSUYAMA MARU, Jap. str., for Shanghai.

PASSENGERS.

Per Kaifong, from Pakhoi, Dr. Bradley, Mrs. B. D. Black and 3 children, Mrs. A. L. Sutton and 2 children.

VESSELS EXPECTED.

AMERICAN MAILS.

The str. *Shinyo Maru*, which left San Francisco on 23rd September, is expected to arrive at this port via Honolulu, Japan ports, and Manila to-day.
The str. *China* left San Francisco on the 10th instant, and may be expected to arrive in Hongkong on or about the 8th November.

CANADIAN MAILS.

The str. *Empress of Asia* left Yokohama on the 15th instant.
The *Empress of Russia* left Shanghai on the 21st instant.

MERCHANT STEAMERS.

The str. *Bentley* from Middlesbrough and London left Singapore for this port on the 23rd instant, and may be expected to arrive here on or about 26th instant.

NOTICES TO CONSIGNEES

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES.

FROM SEATTLE, KOBE & MOJI.

THE Steamship

"TENSIO MARU," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves delivery may be obtained.
Goods not cleared by the 26th Oct., at 5 P.M., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 27th Oct., at 4.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 19th October, 1916. [1281]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM IMMINGHAM, LONDON AND STRAITS.

THE Steamship

"GLENHOLE," Captain R. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 25th inst., at 10 A.M.
All Claims must be presented within FIFTEEN DAYS of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 29th October, 1916. [1283]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island Vessel anchoring nearest Kowloon are marked "A" nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	KARONGA	Brit. str.	1 m.	Kotite	THE BANK LINE, LIMITED	To-day.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	HYANNO MARU	Jap. str.	1 m.	H. Fraser	VIAPON YUEN & CO.	On 2nd Nov., at Noon.
LONDON VIA USUAL PORTS OF CALL	NORR	Brit. str.	1 m.	D. Ashby	P. & O. S. N. Co.	On 2nd Nov., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NYANZA	Brit. str.	1 m.	J. Gault, R.N.	P. & O. S. N. Co.	On 17th Nov., at Noon.
GENOA & LONDON	MONTEAGLE	Brit. str.	1 m.	J. McGregor	SHEWAN, TOMES & Co.	About 2nd half Dec.
MARSEILLES VIA PORTS	MASSILLAN	Brit. str.	1 m.	D. A. Gardiner	THE BANK LINE, LIMITED	About 8th Nov.
MAURITIUS & SOUTH AFRICA PORTS	KAMATARA MARU	Jap. str.	1 m.	T. Kusano	NISSON YUEN KAISHA	On 30th Nov.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	OSADA MARU	Jap. str.	1 m.	T. Suruga	OSADA SHOSHI KAISHA	On 11th Nov., at Noon.
VICTORIA & TACOMA VIA MANILA, &c.	SHIYO MARU	Jap. str.	1 m.		TOYO KISEN KAISHA	On 9th Nov., at Noon.
BOSTON, PHOENIX & OTHER PORTS VIA JAPAN	BOREOMONT CASTLE	Brit. str.	1 m.	Nojiri	DOUGLASS LAFRAN & Co.	Middle of Nov.
BOSTON AND NEW YORK	KANAGAWA MARU	Jap. str.	1 m.	Filmer	TOYO KISEN KAISHA	On 1st Nov., at Noon.
NEW YORK VIA SHANGHAI, SAN FRANCISCO, &c.	SEIRYO MARU	Jap. str.	1 m.		JAYA-CHINA-JAPAN LINE	On 11th Nov.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KARIMON	Dut. str.	1 m.	T. H. Robson	CHINA MAIL S.S. Co., Ltd.	On 15th Nov.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	OHINA	Jap. str.	1 m.		TOYO KISEN KAISHA	On 20th Nov., at 10.30 A.M.
SAN FRANCISCO	POHIA MARU	Jap. str.	1 m.		JARDINE, MATHESON & Co., Ltd.	Early in Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KRISHIN MARU	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC O.S. L.	On 2nd Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF RUSSIA	Brit. str.	1 m.	A. J. Halsey	CANADIAN PACIFIC O.S. L.	On 7th Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	W. Dixon Hopcraft	CANADIAN PACIFIC O.S. L.	On 15th Nov.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF ASIA	Brit. str.	1 m.	S. Robinson	CANADIAN PACIFIC O.S. L.	On 30th Nov.
VANCOUVER & SEATTLE	TENSHO MARU	Jap. str.	1 m.	D. W. Gieson	BUTTERFIELD & SWIRE	Early in Nov.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Jap. str.	1 m.		NISSON YUEN KAISHA	On 3rd Nov.
AUSTRALIAN PORTS	HEISHIN MARU	Jap. str.	1 m.		GIEN LITTEWELL & Co.	On 19th Nov., at 11 A.M.
SYDNEY, MELBOURNE AND ADELAIDE	TANGU MARU	Jap. str.	1 m.	Toyoda	OSADA SHOSHI KAISHA	On 27th inst.
NAGASAKI, KOBE & YOKOHAMA	MEMORIALSHIRE	Brit. str.	1 m.	V. Liddell	NISSON YUEN KAISHA	On 11th Nov., at 10 A.M.
VLADIVOSTOK	CHONGSHING	Brit. str.	1 m.	J. H. Lishman	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
WEIHAIWEI & TIENTSIN	YIYOTA	Dut. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
JAPAN	WINGANG	Brit. str.	1 m.	J. Gault, R.N.	P. & O. S. N. Co.	On 27th inst., at 10 A.M.
SHANGHAI	SIXIANG	Brit. str.	1 m.	Shimizu	NISSON YUEN KAISHA	On 28th inst.
SHANGHAI, MOJI & KOBE	NYANZA	Brit. str.	1 m.	Edy	BUTTERFIELD & SWIRE	On 29th inst., at Daylight.
SHANGHAI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	1 m.	P. Mooney	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Daylight.
SHANGHAI & KOBE	ONYON MARU	Brit. str.	1 m.	D. R. Davies	BUTTERFIELD & SWIRE	On 1st Nov., at Daylight.
SHANGHAI	ANHOI	Brit. str.	1 m.	W. Rickard	JARDINE, MATHESON & Co., Ltd.	About 5th Nov.
SHANGHAI, KOBE & YOKOHAMA	LOUGHOR	Brit. str.	1 m.	O. C. Talbot, R.N.	P. & O. S. N. Co.	On 10th Nov.
SHANGHAI, MOJI & KOBE	YONTOYO MARU	Jap. str.	1 m.	Hirata	NISSON YUEN KAISHA	On 14th Nov.
SHANGHAI, MOJI & KOBE	YIYOTA	Dut. str.	1 m.	Konishi	JAYA-CHINA-JAPAN LINE	On 29th inst., at 10 A.M.
SHANGHAI & KEELEUNG VIA SWATOW & AMOY	AMAKURA MARU	Jap. str.	1 m.	A. Kobayashi	OSADA SHOSHI KAISHA	To-day, at 8 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHI MARU	Jap. str.	1 m.	W. Evans	DOUGLASS LAFRAN & Co.	To-day, at 11 A.M.
SWATOW, AMOY & FOCHOOW	HA HONG	Brit. str.	1 m.	J. W. Thomson	DOUGLASS LAFRAN & Co.	On 27th inst., at 11 A.M.
SWATOW, AMOY & FOCHOOW	HATANG	Brit. str.	1 m.	W. C. Pasmore	DOUGLASS LAFRAN & Co.	On 31st inst., at 2 P.M.
MANILA, CEBU & ILOILO	HAISHING	Brit. str.	1 m.	W. Walker	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	KEIKO	Brit. str.	1 m.	W. Mesney	BUTTERFIELD & SWIRE	On 28th inst.
MANILA, SAMPAGAN, BATAVIA, &c.	SHIBUTSU MARU	Jap. str.	1 m.	Shidford	BUTTERFIELD & SWIRE	On 3rd Nov., at Noon.
MANILA	LOONGHAY	Brit. str.	1 m.	S. Yamano	OSADA SHOSHI KAISHA	On 4th Nov., at 3 P.M.
SOURABAYA, SAMARANG & BATAVIA	INDO MARU	Jap. str.	1 m.	T. Takemura	OSADA SHOSHI KAISHA	On 30th inst.
BOMBAY VIA SINGAPORE, PORT SWAN, PENANG & COLOMBO	BOMBAY MARU	Jap. str.	1 m.	Shimizu	NISSON YUEN KAISHA	To-day.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KIRIN MARU	Jap. str.	1 m.	Sachal	JARDINE, MATHESON & Co., Ltd.	On 4th Nov., at Noon.
SINGAPORE, PENANG & CALCUTTA	KUNANG	Jap. str.	1 m.	E. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 4th Nov., at Noon.
SINGAPORE, PENANG & CALCUTTA	ONWANG	Jap. str.	1 m.	G. H. Alcock	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 8 A.M.
BATAVIA, CHERITON, SAMARANG, &c.	YIYOTA	Dut. str.	1 m.	D. W. Ritchie	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 9 A.M.
SANDAKAN	LOKANG	Brit. str.	1 m.	R. A. Matthews	BUTTERFIELD & SWIRE	On 27th inst., at 10 A.M.
HOIHOW & HAIPHONG	TAKANG	Brit. str.	1 m.	J. B. Evans		
HOIHOW & HAIPHONG	KAIFONG	Brit. str.	1 m.			

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI ... "WINGANG" ... Thursday, 26th Oct., Daylight.
FOR HOIHOW & HAIPHONG ... "LOKANG" ... Friday, 27th Oct., 8 A.M.
FOR SANDAKAN ... "YIYOTA" ... Saturday, 28th Oct., Noon.
FOR MANILA ... "YIYOTA" ... Saturday, 28th Oct., 3 P.M.
FOR SHANGHAI & KOBE MOJI ... "TAISANG" ... Tuesday, 31st Oct., Daylight.
FOR HOIHOW & HAIPHONG ... "TAKANG" ... Tuesday, 31st Oct., 8 A.M.
FOR WEIHAIWEI & TIENTSIN ... "CHEONGSHING" ... Wednesday, 1st Nov., Daylight.

RETURN TOURS TO JAPAN.

The steamers "KOTANG," "NANGANG," "LOKANG," and "FOONGANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YAMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient tonnage is offering), Kobe and Moji and returning direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kaitum, Lahad Duta, Singapore, Tawau, Uluken, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS

all European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description filed thereto.

Telephone No. 215.

For Freight or passage apply to JARDINE, MATHESON & Co., Ltd.

GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215. AGENTS.

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THE ROYAL

R.M.S.P.

MAIL STEAM

PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

FOR VESSELS

DATE OF DEPARTURE.

ON 26th October.

HOMEWARD.

"MERIONETHSHIRE" ... End of November.

GENOA ...

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd.

AGENTS.

Telephone No. 215 Sub. Ex. 10.

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CANADIAN PACIFIC

OCEAN SERVICES

TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 23 days.

Hongkong to Chicago 21 days. Hongkong to New York 22 days.

"EMPRESS OF RUSSIA" and "EMPRESS OF ASIA"

16,850 tons gross register, quadruple screws, speed 21 knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.

EMPRESS OF RUSSIA ... 2 Nov. "EMPRESS OF RUSSIA" ... 23 Dec.

EMPRESS OF JAPAN ... 7 Nov. "EMPRESS OF JAPAN" ... 1917

EMPRESS OF ASIA ... 16 Nov. "EMPRESS OF ASIA" ... 10 Jan.

EMPRESS OF ASIA ... 30 Nov. "EMPRESS OF ASIA" ... 8 Feb.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

"Monteagle" calls at Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific

Railway to all Overland Points in Canada and the United States, also to Pacific Coast Ports.

European ports and West India.

For further information as to rates of Freight and Passage, Sailing Lists, etc., please

apply to P. O. SUTHERLAND, General Agent, Passenger Dept., Hongkong.

J. H. WALLACE, General Agent, Hongkong.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES

FOR SHANGHAI, MOJI & KOBE (NYANZA) ... 27th Oct. (Direct)

LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... 3rd Nov. (Direct)

SHANGHAI, MOJI & KOBE (MALTA) ... 8th Nov. (Direct)

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... 17th Nov. (Connecting at Colombo with Mail to Mongolia)

WIRELESS ON ALL STEAMERS. Return tickets at fare and a-half available to

Europe for two years or Intermediate Ports for six months, round-the-world and through

tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

P. & O. S. N. Co.

E. V. D. PARR, Acting Superintendent.

[1]

WEATHER REPORT.

On the 26th at 10.59.—Pressure has decreased moderately over Japan and at Shanghai, the anti-cyclone having passed into the Pacific and a depression having formed in the Yellow Sea.

Pressure has decreased slightly over S. Annam and Cchia China, a depression having approached Cape St. James from eastward.

Pressure changes elsewhere are small.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.10 inch. Total since 1st January, 1916, 18.65 inches, against an average of 80.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong to Gap Rock ... N.E. wind, moderate; fair to showery.

Formosa Channel ... The same as No. 1.

South Coast of China between (The same as Hongkong and Lamock) ... No. 1.

South Coast of China between (The same as Hongkong and Hainan) ... No. 1.

[1]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NORR"

Captain D. Ashby, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 3rd

GIBB, LIVINGSTON & CO.,
AGENTS

